

TH 22 Reconstruction Project Phase I and II Architectural History Investigations, Blue Earth County, Minnesota

S.P. NUMBER 0704-100; TH NUMBER: 22
MNDOT AGREEMENT NUMBER: 1001577
SHPO NUMBER: 2016-0392

Authorized and Sponsored by:
Minnesota Department of Transportation and the
Federal Highway Administration

Prepared by:
William E. Stark, Principal Investigator
Stark Preservation Planning LLC

March 2016

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Consultant's Report

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March 2016

MANAGEMENT SUMMARY

In November 2015, Stark Preservation Planning LLC (Stark) conducted Phase I and II architectural history investigations for the Trunk Highway (TH) 22 Reconstruction Project. The State of Minnesota (State), acting through the Department of Transportation (MnDOT) plans to reconstruct a portion of TH 22 from 0.30 miles north of the north junction of TH 30 in Mapleton near 5th Avenue to approximately 200 feet north of the junction of County State Aid Highway (CSAH) 15. The project will be receiving federal funding and requires a federal permit from the U.S. Army Corps of Engineers, and therefore must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The MnDOT Cultural Resources Unit (CRU) will serve as the project manager for the Section 106 process. The purpose of the architectural history investigations is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP). William E. Stark, M.A. served as Principal Investigator.

The project is located in Section 4 of T105N, R26W; Sections 4, 9, 16, 21, 28 and 33 of T106N, R26W; Sections 9, 16, 21, 28, and 33 of T107N, R26W in Blue Earth County, Minnesota. The area of potential effects (APE) was determined by MnDOT CRU in consultation with the Minnesota State Historic Preservation Office (SHPO) and accounts for any physical, auditory, visual, and atmospheric effects caused by the proposed project to individual properties or landscapes. The APE is limited within the existing right-of-way and is expanded to a 700-foot buffer where the project construction activity extends beyond the existing right-of-way. The architectural history survey area is the same as the APE and includes approximately 509 acres (206 hectares).

The Phase I architectural history investigation consisted of a review of previously inventoried properties and of surveys previously conducted within the project area and a field survey to identify and document properties constructed in or before 1970 within the APE. Two properties were evaluated at the Phase II level: the Victory Highway/Victory Drive (BE-BEA-006; BE-DEC-012; BE-MKT-038; BE-MPC-032) and the Beauford Creamery (BE-BEA-001). These properties received intensive investigation, with property specific research and historic contexts developed for each one to contribute to their determination of eligibility for NRHP listing.

No properties in the APE are currently listed in or determined eligible for listing in the NRHP. During the Phase I architectural history survey, Stark identified 29 properties within the APE built in or before 1970. Following the Phase II investigation, the Victory Highway/Victory Drive was found *not eligible* for NRHP listing due to compromised integrity. The Beauford Creamery was found *eligible* for listing in the NRHP under Criterion A as a local example of the Minnesota cooperative creamery system. The remaining properties were found to not meet criteria for NRHP listing.

The proposed undertaking will have no direct physical effect to the Beauford Creamery (BE-BEA-001), including the foreyard between the building and highway, and therefore there would be no effect to the property's integrity of location, design, materials, or workmanship. Neither the addition of turn lanes in this location nor any other aspects of the undertaking would result in significant visual, atmospheric or audible effects. The Beauford Creamery has historically been located on the trunk highway and these historical associations will remain intact. The proposed undertaking would not diminish the property's integrity of setting, feeling or association. Stark recommends, therefore, that the TH 22 Reconstruction Project would result in no adverse effect to historic properties

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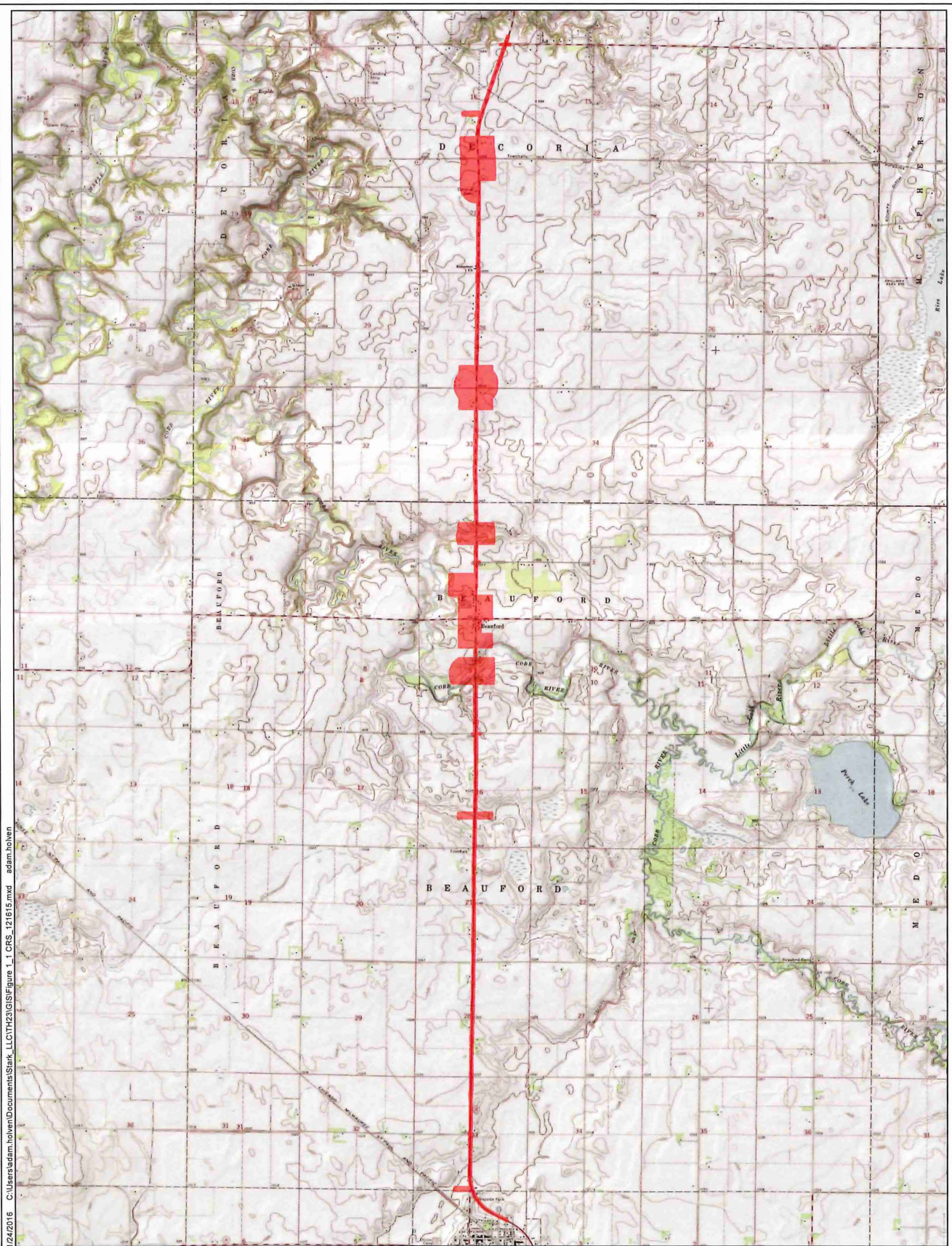
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1.0 INTRODUCTION

In November 2015, Stark Preservation Planning LLC (Stark) conducted Phase I and II architectural history investigations for the Trunk Highway (TH) 22 Reconstruction Project. The State of Minnesota (State), acting through the Department of Transportation (MnDOT) plans to reconstruct a portion of TH 22 from 0.30 miles north of the north junction of TH 30 in Mapleton near 5th Avenue to approximately 200 feet north of the junction of County State Aid Highway (CSAH) 15. The project will be receiving federal funding and requires a federal permit from the U.S. Army Corps of Engineers, and therefore must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The MnDOT Cultural Resources Unit (CRU) will serve as the project manager for the Section 106 process. The purpose of the architectural history investigations is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

The project is located in Section 4 of T105N, R26W; Sections 4, 9, 16, 21, 28 and 33 of T106N, R26W; Sections 9, 16, 21, 28, and 33 of T107N, R26W in Blue Earth County, Minnesota. The area of potential effects (APE) was determined by MnDOT CRU in consultation with the Minnesota State Historic Preservation Office (SHPO) and accounts for any physical, auditory, visual, and atmospheric effects caused by the proposed project to individual properties or landscapes. The APE is limited within the existing right-of-way and is expanded to a 700-foot buffer where the project construction activity extends beyond the existing right-of-way. The UTM coordinates for the survey area are: Zone 15, N 4881284, E 423597; N 4881288, E 423644; N 4864688, E 423587; N 4864638, E 423588 (NAD 83).

The Phase I architectural history investigation consisted of a review of documents of previously inventoried properties and of surveys previously conducted within the project area and a field survey to identify and document properties constructed in or before 1970 within the APE. Each surveyed property was documented on a Minnesota Architecture-History Inventory Form. An historic context for the area was developed to characterize the regional and local cultural resources and to aid the evaluation of the cultural resources as they are identified in the field. The historic context drew upon existing contextual development as well as other secondary resources. The Phase I survey provided sufficient information to make decisions about which properties have potential to be eligible for listing in the NRHP and should be further evaluated at the Phase II level. The Phase I investigation also identified those properties that are not eligible due to lack of significance and/or integrity and require no further investigation. Additional property-specific and contextual research focused on the evaluation of two properties evaluated at the Phase II level: Victory Highway/Victory Drive (BE-BEA-006; BE-DEC-012; BE-MKT-038; and BE-MPC-032) and the Beauford Creamery (BE-BEA-001).



1/24/2016 C:\Users\adam.holven\Documents\Stark_LC\TH23\GIS\Figure 1_1_CRS_121615.mxd adam.holven

Source: Map adapted from ArcGIS Server USGS 24k Topographic Maps - Beauford (1974) and Mapleton (1967), MN. Sect. 4 of T105N, R26W, Sects. 4, 9, 16, 21, 28, & 33 of T106N, R26W, & Sects. 9, 16, 21, 28, & 33 of T107N, R26W, Blue Earth Co., MN.



Area of Potential Effect



Figure 1
Project Location and Area of Potential Effect

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota



1.1 DESCRIPTION OF PROPOSED PROJECT

Excerpted from Early Notification Memo (11 March 2015):

This project includes pavement reconstruction on TH 22 from 0.30 miles north of the north junction of TH 30 in Mapleton near 5th Avenue to approximately 200 feet north of the junction of CSAH 15 to provide for a smooth driving surface. With existing pavement being found to be in too poor of condition for an un-bonded overlay, the pavement will be reconstructed to include a slight grade raise. A grade raise of approximately one foot will improve subsurface drainage of the pavement to the ditches and slight raising or lowering of the profile along areas of the project can improve the vertical curves for passing sight distance. Because there is a need for bridge and culvert replacement work, right-of-way will be obtained. Culvert and tile crossings are planned to be replaced and will be addressed so that roadway flooding is minimized and adjacent property is maintained.

Whichever pavement type is determined (bituminous or concrete), reconstruction of the mainline pavement is being proposed with a 40-foot top width consisting of 28-foot wide paved mainline striped with 12-foot driving lanes. This will allow for an 8-foot wide shoulder with 2-feet being paved and the remaining 6-feet to be un-paved as aggregate shoulders. The portion of paved shoulder will allow the shoulder to be slightly wider directly adjacent to the highway for emergency pull-offs and for the construction of edge rumbles. The shoulders will be brought up with bituminous or aggregate to match the in-place condition to meet slope requirements for drainage, and to allow for vehicles to safely pull off in emergencies. The current roadway surface is minimally 41-foot wide, so the majority of the work will not increase the width of the roadway footprint, but the whole footprint will be disturbed for at least a short period of time. The exceptions to increased roadway width will be at the areas of the left turn lanes where an extra 13 feet will be added to the width.

Right turn lanes exist at all the signed county roads. The locations where shoulders are paved or unpaved are planned to be perpetuated as part of the final plans. New left turn lanes are proposed on TH 22 with the intersections of CSAH 10, CSAH 16 and CSAH 8. At CSAH 10 the left turn lane will be lengthened to become a two-way-left-turn lane to accommodate businesses and residences, thus it will be approximately one-half-mile long. At CSAH 16 and CSAH 8, the left turn lanes will be approximately 1,000 feet on either side of the intersection. This accounts for tapers, storage room, etc. Aggregate shoulders will have a safety edge on the pavement side so that abrupt drops do not occur and the shoulders will be brought up with more aggregate for the correct cross-slope for drainage. Rumble stripes/strips will be used according to appropriate MnDOT policies.

Stormwater ponds were identified to be needed due to new impervious surface being created by the left turn lanes. All are on the west side of TH 22 [sic] and there will be one in the vicinity of CSAH 8, CSAH 16 and Bridge #5959 near Beauford... The stormwater ponds will necessitate the acquisition of new right-of-way.

Bridge #5959 will need to be replaced based on deterioration of the current structure and rip-rap will need to be replaced as armoring coming into this bridge. The bridge

work will include slope stabilization. The replacement of Bridge 5959 will be included as part of this roadway project.

Culverts will need to be replaced. The age and condition of some culverts will allow for lining rather than replacing. Several tile and pipe concerns need to be dealt with as some are contributing to erosion, and others have been identified by the adjacent landowners for repair.

Guardrail will be adjusted, replaced or removed as necessary to fit the situation. Some areas are very loose, other areas could be eliminated if the right-of-way is bought to allow for extension of culverts, and some guardrail will be replaced to be in compliance with safety expectations.

... Right-of-way will be needed. Most of it will be temporary right-of-way and permits to construct. Small amounts of permanent easement or fee right-of-way could be needed for the bridges, turn lane work and storm water ponds (Early Notification Memo-Update Request, from Rebecca Novak and Glen Coudron, 11 March 2015).

1.2 SETTING

The TH 22 project is set within a rural area south of Mankato in Blue Earth County. Topography is typically flat with the exception of the small river valleys that produce rolling hills. The Le Sueur River crosses TH 22 just north of the project area, and the Big Cobb River crosses the project area just south of Beauford. The surrounding lands are principally cultivated fields with related farmstead structures. TH 22 serves as the central artery for the unincorporated village of Beauford, where a grouping of residential and commercial properties are clustered near the highway's junction with County Road 10. The southern terminus of the project area is on the north side of Mapleton, a town with a population of about 1,750. TH 22 skirts the north and east sides of Mapleton, and is intersected by city streets. A wayside park is at the junction of TH 22 and Central Avenue. The stretch of TH 22 between Mankato and Mapleton is designated as "Victory Drive" or "Victory Highway." Trees originally planted in groupings along both sides of the highway in the 1940s and 1950s as a memorial to local veterans distinguish this roadway from other highway settings.

1.3 AREA OF POTENTIAL EFFECT (APE)

The architectural history APE takes into consideration physical changes, atmospheric changes, changes to traffic patterns, and visual effects of the proposed project on historic properties near the corridor. The project is expected to increase safety, improve road conditions and improve subsurface drainage, and is unlikely to result in increased traffic or cause greater noise or other atmospheric effects. No permanent changes to traffic patterns or property access would result from this project. The grade raise of approximately one foot along the corridor is unlikely to have significant visual or other effects to properties outside of the corridor. Land acquisition outside the existing right-of-way will be necessary to accommodate new turning lanes and ponds.

Because much of the reconstruction project will occur within the existing right-of-way, and because the majority of the work will not increase the width of the roadway footprint, for most of the project the APE is limited to roadway right-of-way. Turning lanes will be added in three location at the junctions of CSAH 16 and CSAH 8 (both will be approximately 1,000 feet on either side of the intersection) and at CSAH 10, where the two-way left-turn lane will be approximately a half-mile long in total. In addition,

ponds will be located at the intersections of CSAH 8 and CSAH 16 and at Bridge 5959 over the Cobb River.

These activities will increase the highway right-of-way and have potential visual and/or physical effects to immediately adjacent properties. In these locations, the APE will extend beyond the existing right-of-way to include parcels within a 700-foot buffer.

The following principles were used to develop the recommended APE:

1. The APE consists of the existing right-of-way where road construction within the existing alignment and road footprint will occur as there would be no visual or physical effects to adjacent properties.
2. A 700-foot buffer on both sides of the road was used in locations where turn lanes would expand the existing roadway to account for potential visual and physical effects. In the village of Beauford, properties not immediately adjacent to the roadway are unlikely to be affected by the turning lane, and the APE was reduced to encompass only first-tier properties.
3. A 700-foot buffer was used in locations where stormwater ponds are being proposed.
4. A 700-foot buffer was used in locations where the construction limits extended significantly outside of the existing right-of-way. These include areas of right-of-way acquisitions and the slope stabilization and other work related to the replacement of Bridge 5959.

2.0 METHODS

2.1 OBJECTIVES

The primary objectives of the Phase I architectural history investigation were to identify all above-ground buildings, structures, objects, landscapes and districts constructed in or before 1970 (45 years from the survey year) within the defined APE and to provide a recommendation of whether those properties are potentially eligible for listing in the NRHP. The objectives of the Phase II investigation were to determine the NRHP eligibility for those properties identified at the Phase I level possessing potential eligibility. Work was conducted in accordance with *The Secretary of the Interiors' Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44760] (National Park Service [NPS] 1983).

2.2 BACKGROUND RESEARCH

In October 2015, Stark conducted background research at the Minnesota SHPO for information on previously inventoried properties and on surveys previously conducted within the APE. No properties within the APE are currently listed or determined eligible for listing in the NRHP.

2.3 LITERATURE SEARCH

A literature search was undertaken prior to the Phase I survey to identify previous cultural resource surveys in the project area and to suggest appropriate historic contexts for evaluating Phase I properties. Sources for the contextual histories included those cited in previous investigations, which include county histories and histories of local municipalities. Where additional information was necessary to establish a construction date of a property, the Blue Earth County assessor's office web site was consulted to obtain relevant information.

In-depth research on the Victory Highway/Victory Drive was completed at the Blue Earth County Historical society, which possesses subject files on the property, and at Minnesota State University-Mankato's Memorial Library Minnesota History Center, the repository of the Mankato Garden Club Papers. The papers, which date from 1934 to 1978, contain records of the fundraising efforts, photographs, and first-hand histories of the establishment and continued development of Victory Highway. Ken Wenkel, traffic engineer for MnDOT District 7, provided historical and current information on the condition of Victory Drive. Original roadside development plans for the two segments of the roadway improvements are on file at MnDOT.

Investigation of the Beauford Creamery entailed extensive contextual research on Minnesota cooperative creameries and dairy industry through primary and secondary sources available at the Minnesota Historical Society. Comparisons with other local creameries could be made using the SHPO architecture-history inventory and database.

2.4 FIELD SURVEY

In November 2015, Stark conducted a survey of the APE, documenting properties built in or before 1965 with field notes and digital photographs. The systematic pedestrian survey incorporated all buildings, structures, districts, landscapes and objects. Blue Earth County Tax Assessor data, in combination with field observations, provided a preliminary date of construction for most properties.

Where farmsteads fall partially within the APE, the entire farmstead was surveyed and evaluated. While only a portion of the Victory Drive is within the APE, the entirety of the linear property, running from Mankato to Mapleton, was evaluated at the Phase II level.

2.5 INVENTORY FORMS

A Minnesota Architecture-History Inventory Form was completed for each identified property constructed in or before 1970. Inventory forms are provided separately to be filed at the SHPO.

2.6 EVALUATION

Upon completion of the Phase I field work, the potential eligibility of each resource for listing on the NRHP was assessed based on the property's potential significance and integrity. The NRHP criteria, summarized below, were used to assess the significance of each property.

- Criterion A – association with events that have made a significant contribution to the broad patterns of history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to prehistory or history (NPS 1995).

The NPS has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property considered to be significant was assessed in regard to these seven aspects. The properties were also assessed to determine if they represent a type of property to be evaluated in light of NRHP Criteria Considerations (NPS 1995).

3.0 LITERATURE SEARCH

3.1 PREVIOUS ARCHITECTURAL HISTORY STUDIES

No previous architectural history surveys have been conducted in the project area since the county-wide survey completed by the Minnesota Historical Society in 1979.

3.2 PREVIOUSLY INVENTORIED PROPERTIES

Two previously recorded properties are within the project APE: the Beauford Creamery (BE-BEA-001) and the Mapleton Historical Marker (BE-MPC-031). The Beauford Creamery has not been evaluated for NRHP eligibility, and the Mapleton Historical Marker was recommended as not eligible for NRHP listing within the context of Roadside Development Structures on Minnesota Trunk Highway, 1920-1960. An additional property, the Redeemer Lutheran Church (BE-DEC-002) is adjacent to the project area, but outside of the APE; it has not been evaluated for NRHP eligibility.

4.0 HISTORIC OVERVIEW

4.1 EURO-AMERICAN SETTLEMENT AND GROWTH OF BLUE EARTH COUNTY

Blue Earth County is located in the south-central part of Minnesota in the “second tier” of counties lining the state’s southern border with Iowa. The Minnesota River forms a portion of the northern boundary, while judicial boundaries form the remaining sides. The undulating prairies of much of the county, interspersed by belts of timber along its river tributaries and lakes, resulted in successful cultivation beginning in the mid-nineteenth century. The five rivers flowing through the county and into the Minnesota River via the Blue Earth River offer ample water resources, drainage as well as sources of power (Central Publishing Company 1895:102).

First explored in the early 1700s by French explorer, Pierre-Charles Le Sueur, permanent Euro-American settlement began in 1852 in Mankato on the county’s northern edge following the Mendota and Traverse des Sioux treaties and the formal organization of the county of the Minnesota legislature. Euro-American settlement farther south into the county was delayed, as large portions were reserved for the Winnebago tribe. Following the U.S.-Dakota War of 1862, the Dakota were banished from the state and the full extent of Blue Earth County was opened for settlement (Central Publishing Company 1895:85). The introduction of the railroads in 1868 increased the flow of settlers into the area and the establishment of farmsteads. Mankato was named the county seat, and has since been the county’s principal population center.

Following a brief era of subsistence farming, farmers turned to wheat for a lucrative cash crop during the 1860s. As the wheat yields diminished and the prices dropped by the 1870s, most Minnesota farmers turned to a diversified farming model that included other crops, such as corn, barley, oats, rye, sorghum, buckwheat, timothy, alfalfa, and later sugar beets. In Blue Earth County, flax was produced for the linseed oil plant in Mankato. Larger numbers of cattle led to a thriving dairy industry, resulting in a rise in creameries and cheese factories in the 1880s (Newell 1978:90). By 1895, 163,000 acres of the county were under cultivation. Wheat continued to account for the greatest portion by acreage, with 55,000 acres devoted to that crop. Corn and oats both had 30,000 acres in production, while 10,000 acres were in flax, 8,000 in barley, and 23,000 in hay. Wild hay from the meadows accounted for an additional 60,000 acres (Central Publishing 1895:102).

Farming techniques and productivity continued to improve and increase in the early twentieth century, and the U.S. participation in World War I resulted in a spike in food and agricultural prices. Hemp grown during the war was processed in a plant established in Mapleton. The introduction of gasoline-powered tractors in the 1920s enabled more efficient farming, but also introduced large capital expenditures during a period of declining commodity prices. By the time the rest of the nation entered into the Great Depression in 1929, farmers were already experienced in deprivation and economic despair. Droughts of the mid-1930s compounded their problems. Wheat production still played a large role, but was diminishing, while corn, oats and flax increased in importance. Soybeans, introduced as forage in 1934, sprang into dominance in the 1940s as the World War II effort caused a need for oil and meal. Dairy cattle, beef cattle, hogs, poultry and sheep were raised throughout the county as potato and sugar beet production disappeared when other parts of the state took on these specialties. Corn and soybeans production saw steady growth as the dominant crops in the decades following World War II, and were accompanied by bigger farms and larger and specialized machinery (Schrader 1990:36-37).

4.2 DECORIA, BEAUFORD AND MAPLETON TOWNSHIPS

The TH 22 project area extends through Decoria, Beauford and a portion of Mapleton townships. Brief historical backgrounds of these communities follow.

Decoria Township is bordered by the Big Cobb and Le Sueur rivers just south of Mankato. It was the last of the Blue Earth County townships to be settled following the removal of the Winnebago in 1864. A post office was first established in 1868 in the home of John S. Larkin in Section 28. By 1889, it was moved and Henry Lortz became post master, and a small village arose under his name in Section 20. Three churches were established in the township. The first was organized by German immigrants as Redeemer Lutheran Church in 1886. Their building, located adjacent to the project area, was constructed the following year. In the northeast portion of the county, a Norwegian Lutheran Church, Le Sueur Lutheran Church, was founded by Scandinavian residents in the 1880s. A congregational church was founded in 1903, and operated until 1912. Between 1868 and 1891, eight public schools were established within the Decoria Township. School District No. 152, "Jubilee School," was established in 1891 at the northwest corner of the intersection of present-day TH 22 and CR 16 in Section 28. The number of schools gradually shrunk with mergers until 1952, when the Jubilee School and all of the independent districts were consolidated (Schrader 1990:108-111).

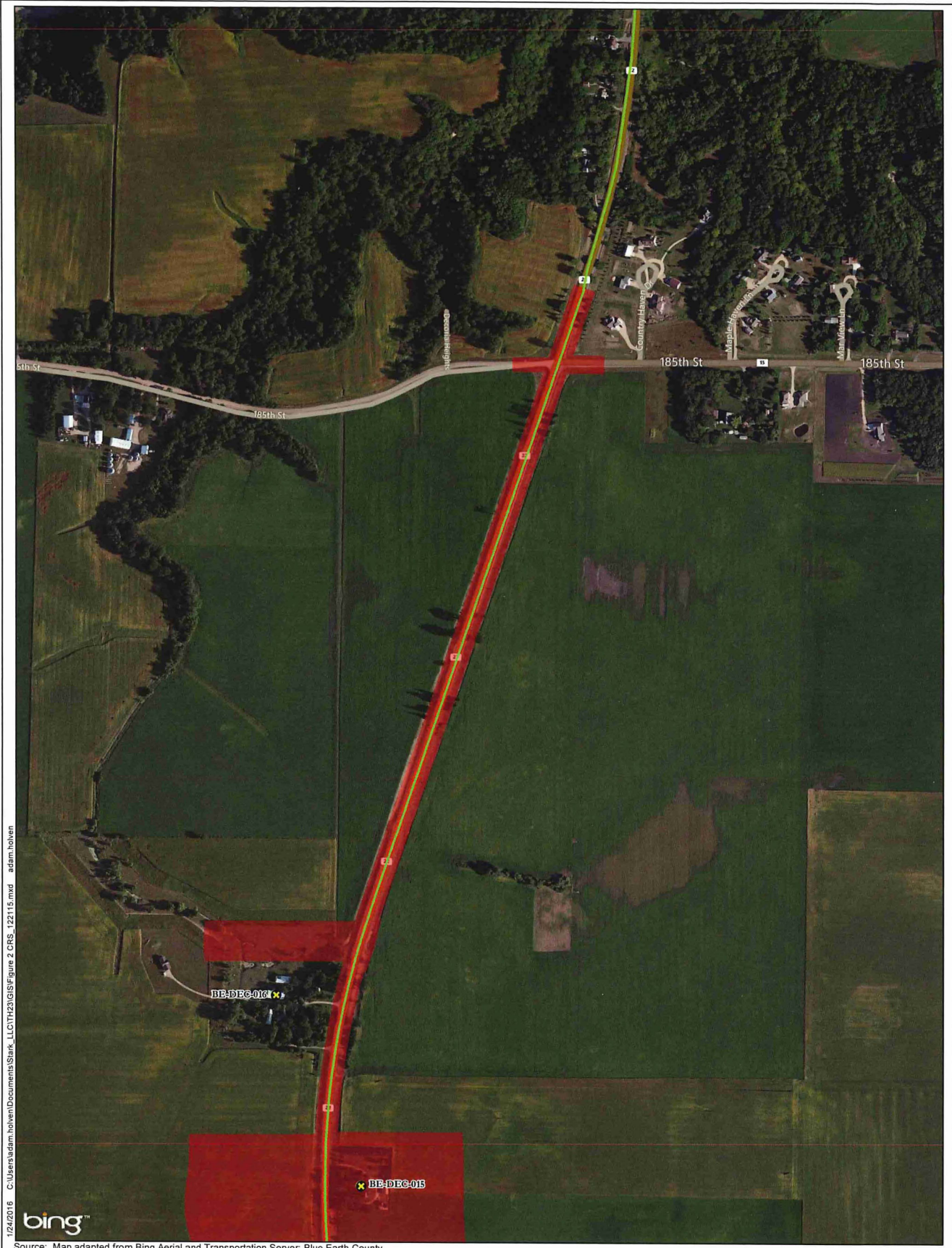
Beauford Township is located just south of Decoria Township and north of Mapleton. Dominated by prairie topography, the Big Cobb River passes through the northern half of the township, offering sources for timber. The Chicago, Milwaukee and St. Paul Railroad, introduced in 1874 as the Central Railroad Company of Minnesota, clips the southwestern corner of the township on its way from Mankato to Wells, via Mapleton. Initially known as "Winneshiek," Beauford was given its current name and formally organized in 1866. Between 1865 and 1867 the township showed signs of Euro-American settlement. A saw mill operated by Abel Keene was built on the Big Cobb River in 1865, and post offices were established in homes in 1867 and 1868. The township's first school, District 86, was founded in 1867 and initially housed in the sawmill. Eventually, the school was built just north of the Big Cobb River on the east side of TH 22. Building from the draw of the nearby sawmill, John Kimpton purchased a small tract of land to build and open a store primarily catering to wood cutters and haulers in 1874, where present-day CR 10 crosses TH 22. Leander R. Findley acquired the store in 1881 and expanded the earlier 12 x 20-foot building and added a second floor. The following year, the post office was located in his building. Soon, a church was established by the United Brethren, initially using the District 86 school house and in 1886 completing a building near the store. The facilities were joined by a blacksmith shop in the 1880s. In March 1895, a Cooperative Creamery Association was formed, and a building was constructed in Beauford. Omer Mullin began the butter operations on June 1st of that year. In 1904, a second store was opened, and number of residences were established in the hamlet (Schrader 1990:65-66).

The Beauford settlement maintains its small size, and the current functions are a legacy of their origins. The blacksmith shop is now a B & R Auto Salvage, and a small store continues to serve the community. The Brethren church, later becoming United Methodist, is housed in a 1953 structure. School District 86 closed in 1952 and was converted into a house. The Beauford Creamery constructed a building for its expanding operations in 1931 and became one of the largest in the county. Growing competition and specialization caused its closure in 1955, and the building was later converted to a mink ranch. Today it stands empty (Schrader 1990:66).

Mapleton Township, and the City of Mapleton, lies south of Beauford and is the termination point of the TH 22 project. The Maple River runs through the southwest portion of the township and into Faribault

County. Although the township was not formally organized until 1860, settlement began in 1855 and 1856 with attempts to form a townsite called Mapleton in Section 7 by immigrants from New York and Wisconsin. By 1875, this community ceased to exist. The second Mapleton site, initially known as Mapleton Station was formed in the northeast quarter of Section 4 in order to take advantage of the coming rail line from Wells to Mankato, completed in 1874. Because of this connection, the farm-to-market community thrived. With this catalyst, store, services and residences sprang up in the new plat, and Mapleton was incorporated in 1878. By 1895 the town had grown to 600 and served as a regional market with five churches, two agricultural implement dealers, one bank, five blacksmith shops, two boot and shoe stores, two barbers, one carriage- and wagon-makers shop, one druggist, one flour mill, one feed mill, , one furniture store, five general stores, three grain dealers and elevators, three hardware stores, two harness shops, two hotels, one jeweler, one lawyer, one livery stable, one lumber dealer, two meat markets, two millinery stores, one photographer, two physicians, one newspaper, two restaurants, one tailor, and five saloons (Schrader 1990:377-380; Central Publishing 1895:27).

Table 1. Survey Results and Summary									
Inventory No.			Property Name	Street No.	Street	City/Township	NR Status	Recommendation	Results Map Fig.
BE	DEC	016	Farmstead	18114 and 18090	Trunk Highway 22	Decoria Township	Not Evaluated	Not Eligible	2.1
BE	DEC	017	Farmstead	58006	169th Street	Decoria Township	Not Evaluated	Not Eligible	2.3
BE	DEC	018	Hersberg Farmstead	16798	Trunk Highway 22	Decoria Township	Not Evaluated	Not Eligible	2.3
BE	MPC	031	Mapleton Historical Marker	W side of TH 22 at Central	Trunk Highway 22	Mapleton	Not Eligible	Not Eligible	2.9



1/24/2016 C:\Users\adam.holven\Documents\Stark_LLC\TH22\GIS\Figure 2 CRS_122115.mxd adam.holven

Source: Map adapted from Bing Aerial and Transportation Server, Blue Earth County

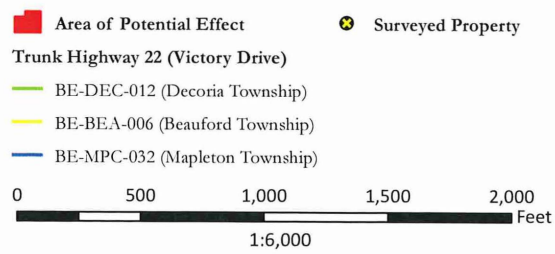


Figure 2.1 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota

stark
preservation
planning llc



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Source: Map adapted from Bing Aerial and Transportation Server; Blue Earth County

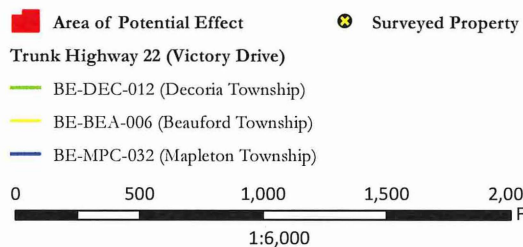


Figure 2.2 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





12/4/2016 C:\Users\adam.holven\Documents\Stark_LL\CH22\GIS\Figure 2 CRS_122115.mxd adam.holven

Source: Map adapted from Bing Aerial and Transportation Server, Blue Earth County

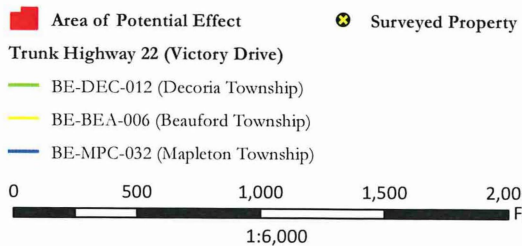


Figure 2.3 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





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Source: Map adapted from Bing Aerial and Transportation Server; Blue Earth County

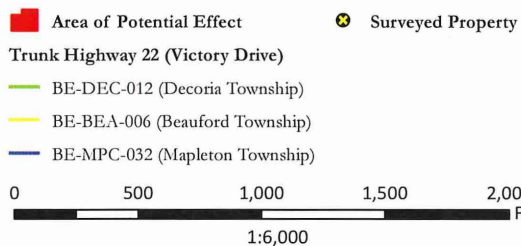


Figure 2.4 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





Source: Map adapted from Bing Aerial and Transportation Server, Blue Earth County

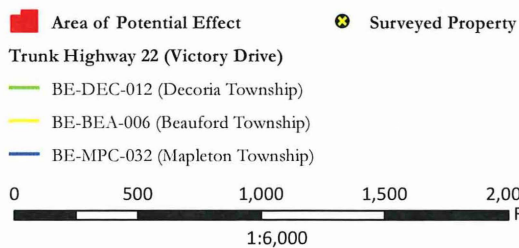


Figure 2.5 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





1/24/2016 C:\Users\adam.holven\Documents\Stark_LL\TH22\GIS\Figure 2 CRS_122115.mxd adam.holven

bing

Source: Map adapted from Bing Aerial and Transportation Server; Blue Earth County



- Area of Potential Effect
- Trunk Highway 22 (Victory Drive)
- BE-DEC-012 (Decorah Township)
- BE-BEA-006 (Beauford Township)
- BE-MPC-032 (Mapleton Township)
- ★ Surveyed Property

0 500 1,000 1,500 2,000 Feet
1:6,000



Figure 2.6 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





1/24/2016 C:\Users\adam.holven\Documents\Stark_LLCTH23\GIS\Figure 2 CRS_122115.mxd adam.holven

Source: Map adapted from Bing Aerial and Transportation Server; Blue Earth County

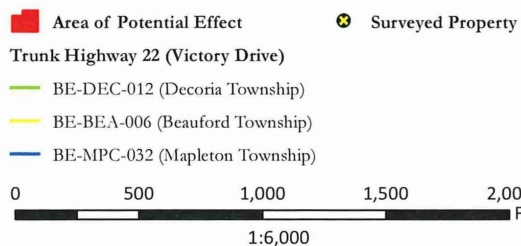


Figure 2.7 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota



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Source: Map adapted from Bing Aerial and Transportation Server, Blue Earth County



- Area of Potential Effect
- Trunk Highway 22 (Victory Drive)
- BE-DEC-012 (Decoria Township)
- BE-BEA-006 (Beauford Township)
- BE-MPC-032 (Mapleton Township)
- ✕ Surveyed Property

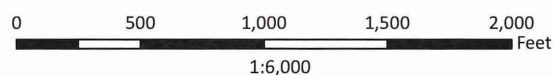
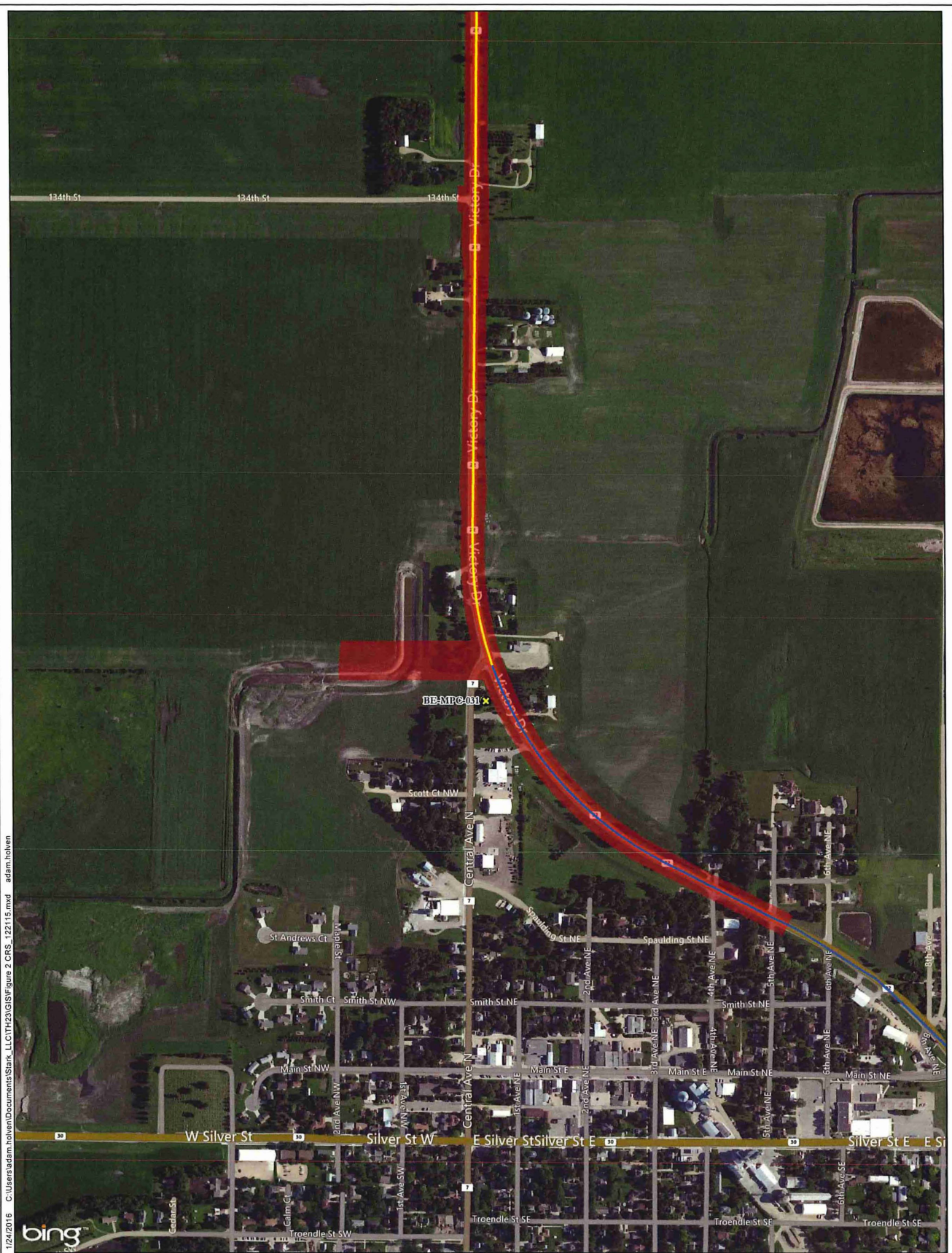


Figure 2.8 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





Source: Map adapted from Bing Aerial and Transportation Server, Blue Earth County

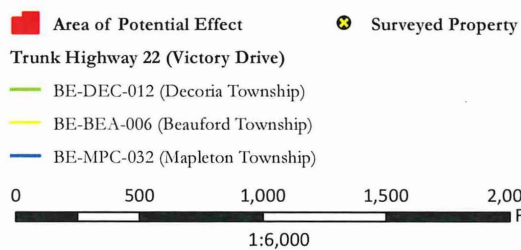


Figure 2.9 Results

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota



5.2 PHASE I AND PHASE II ARCHITECTURAL HISTORY INVESTIGATION RESULTS

5.2.1 *Victory Highway/Victory Drive, BE-MKT-038, BE-DEC-012, BE-BEA-006, BE-MPC-032*

TH 22 in Mankato Township, Decoria Township, Beauford Township, and Mapleton

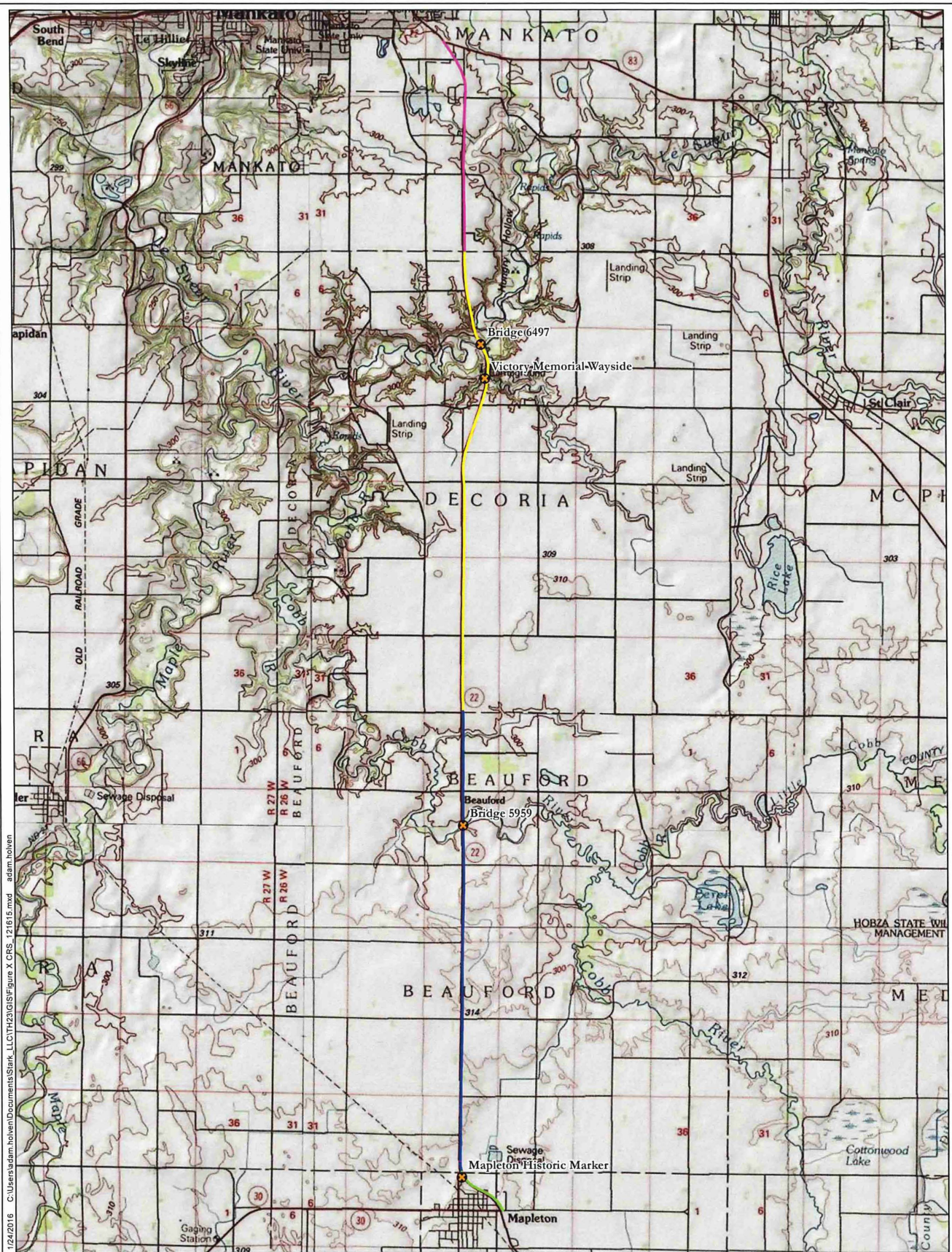
Description

Victory Highway (now officially designated as Victory Drive) is the designation for the 15-mile segment of TH 22 in Blue Earth County (Figure 3). Beginning at its north end from its intersection with TH 83 on the east side of Mankato, TH 22 runs generally south to its intersection with TH 30 on the east side of Mapleton. The southern nine miles of the highway property, from the intersection with CR 8 to Mapleton, is concurrent with the project APE. The highway received landscape treatments in two stages: the northern section, constructed in 1947, runs between Mankato south to its intersection with CR 8 in Decoria Township. The southern stretch, an existing roadway, was landscaped with highway trees in 1955, and runs from CR 8 south to Mapleton.

Much of the highway consists of a two-lane, 22-foot wide bituminous roadway with 10-foot paved or aggregate shoulders on a raised road bed with sloping ditches. One quarter-mile section of the roadway has been widened to four lanes, just south of TH 83 in Mankato, where it continues north as a four-lane roadway. Other sections have been modified with left- and right-turn lanes at roadway intersections (Figures 4 through 8). The roadway is generally straight, with the exception of a sweeping curve as it terminates in Mapleton, and a gentle bow where it crosses the Le Sueur River. The Le Sueur River valley also marks the place of greatest topography, where it descends approximately 100 feet. Otherwise, the terrain is characterized by flat prairie, and the alignment follows the center of the public land survey sections. The Victory Highway crosses two bridges: Bridge 6497 at the Le Sueur River (1948) (Figure 9) and Bridge 5959 at the Big Cobb River (1941) (see Figures 78 through 81). Both bridges are concrete decks supported by steel beams on concrete piers.

The subtle, but distinctive aspect of the Victory Highway is the landscape implemented by local community members as a memorial to the men and women who served in World War II. Remnants of the original and replacement deciduous and evergreen trees placed within the highway right-of-way distinguish this from other rural trunk highways, giving an appealing aesthetic quality. In many areas, the trees have died and/or have been removed, revealing large gaps in the tree-lined row (see Figure 8).

Landscape plans available for the highway, implemented in two phases, illustrate in detail the type and species of trees and bushes to be planted within the right-of-way. The northern segment, designed in 1948 and implemented by 1952, specified 773 evergreen and shade trees and 240 deciduous shrubs. Along the southern 9-mile stretch, designed and implemented in 1955, the plans called for 855 trees and 858 shrubs (Minnesota Highway Department, Trunk Highway No. 22-39, Construction Plans for Roadside Development, State Project No. 0704-16, 1948, on file at MnDOT; Minnesota Highway Department, Roadside Development Plans, Trunk Highway No. 22-39, 1955, on file at MnDOT). A review of contemporary satellite imagery show that roughly one-third to one-half of the planting shown in the original plans are present, despite recent efforts to replace missing trees.



Source: Map adapted from ArcGIS Server USGS 24k Topographic Maps - Beauford (1974) and Mapleton (1967), MN. Sect. 4 of T105N, R26W, Sects. 4, 9, 16, 21, 26, & 33 of T106N, R26W, & Sects. 9, 16, 21, 26, & 33 of T107N, R26W, Blue Earth Co., MN.



Trunk Highway 22 (Victory Drive)

- BE-MKT-038 (Mankato Township)
- BE-DEC-012 (Decoria Township)
- BE-BEA-006 (Beauford Township)
- BE-MPC-032 (Mapleton Township)

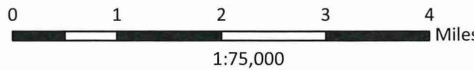


Figure 3. Victory Highway/Victory Drive Location Map

Phase I and II Architectural History Investigations
for TH 22 Reconstruction Project
Blue Earth County, Minnesota





FIGURE 4. VICTORY DRIVE AND TH 22 SIGNAGE NEAR CR 8, FACING S



FIGURE 5. VICTORY DRIVE/VICTORY HIGHWAY, SHOWING TREE VARIETY



FIGURE 6. VICTORY DRIVE/VICTORY HIGHWAY, FACING S



FIGURE 7. VICTORY DRIVE/VICTORY HIGHWAY, FACING N



FIGURE 8. VICTORY DRIVE/VICTORY HIGHWAY AT CR 16, FACING SOUTH, SHOWING AREA OF REMOVED TREES



FIGURE 9. BRIDGE 6497 AT THE LE SUEUR RIVER, FACING NE

History

Even before World War II had ended, Victory Highway was being planned “as an early postwar project” by the Mankato Garden Club and the Minnesota Highway Department (MHD). Under the leadership of Garden Club President, Harriet Gilmore Barney, a Mapleton, Minnesota native and resident of Mankato, a planned landscape project would both honor “the part played by young men and women in bringing an allied victory in World War II” and also offer beautification along Minnesota Trunk Highway 22 between Mankato and “nine-mile corner,” located nine miles north of Mapleton at the intersection with CR 8. Discussion between Mrs. Barney and Commissioner of Highways J. J. Hoffman for the memorial project had begun in the early 1940s. In a 1944 news article, an artist’s rendering showed the vision of a straight, two-lane, 150-foot wide highway lined with neatly spaced trees planted just off the apron (Figure 10). The 1,400 hard maple and American elm trees would cost \$2.50 each, and would be paid by contributors and designated in honor a service member of the donor’s choosing. Donors could make their contributions through local banks and would receive an honor card bearing the name of the service member and donor (Figure 11). The campaign was met with “considerable” response throughout Blue Earth County. By August 1946, over 510 trees had been sold; the number more than doubled to 1,150 by 1947 (*Mankato Free Press*, 27 September 1944:9; *Blue Earth County Enterprise* [BECE] 21 September 1944:1; Secretary’s Minutes, 26 March 1958, Mankato Garden Club Papers).

Postwar Memorial Highway

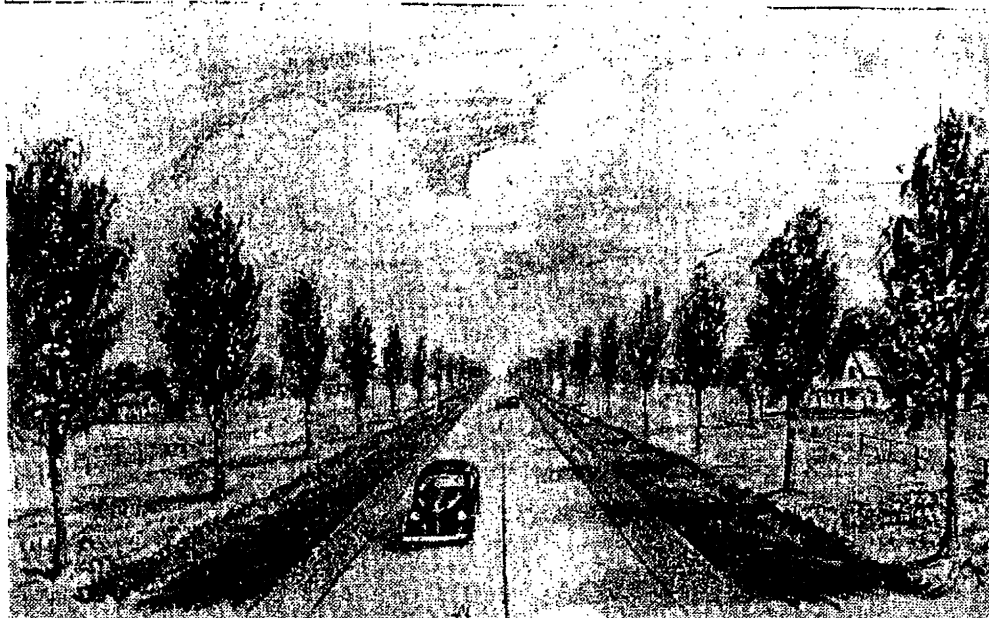


FIGURE 10. ARTIST A. ANDERSON'S CONCEPTION OF VICTORY HIGHWAY PUBLISHED IN MANKATO FREE PRESS, 28 SEPTEMBER 1944

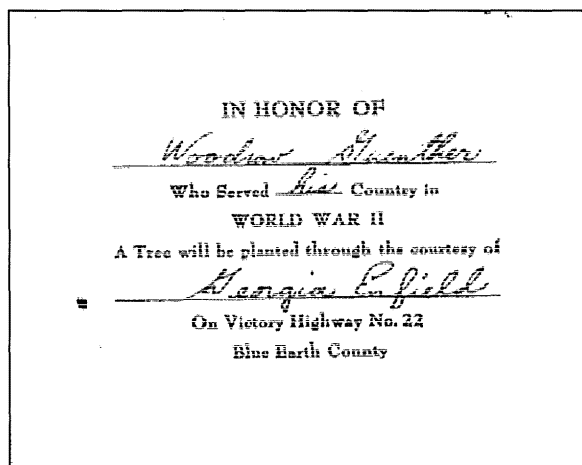


FIGURE 11. HONOR CARD FOR VICTORY HIGHWAY (COURTESY OF BLUE EARTH COUNTY HISTORICAL SOCIETY)

The beautification efforts spearheaded by the Garden Club coincided with the MHD's plans to reconstruct TH 22, straightening and shortening the winding route from Decoria Township into Mankato by several miles (Figure 12) (Burns 1985). Nelson, Mullen & Nelson, Inc. of Minneapolis, contractor, began work on the highway project by September 1947 for a contract price of \$229,382. The state's expenditures on the TH 22 project totaled \$248,523 for the 1947-48 biennium, nearly three quarters of the entire expenditures for Blue Earth County (Minnesota Department of Highways 1948). Fifty men using 26 units of mechanical equipment for "slicing up the earth" were employed for the project, which also included a new \$63,000, steel-span bridge over the Le Sueur River "strong enough to hold up the great military machines that will be used in the next war" (BECE 4 September 1947:1 and 2 October 1947).

Working with MHD Roadside Development Engineer Harold Olson, Barney planned for a mix of 1,000 American elms, Black Hill spruce, green ash and poplars to be planted in informal groupings. By the spring of 1948, the trees were purchased and were being planted (Figures 13 and 14). In addition, 5,000 conifer seedlings were purchased by the Garden Club for the roadside slopes. A number of farmers participated in the project by planting trees along their property. In addition to raising funds for the plantings, the Garden Club was charged with getting the signed agreements from at least 84 percent of the adjoining land owners to prevent the erection of advertisements within 300 feet of the right-of-way so as to not "mar the beauty of this area." Again led by Mrs. Barney, and joined by club members Mrs. Landkamer and Mrs. Nelson, the team achieved written agreements from twenty-seven of the abutting land owners (Burns 1985; Mankato Garden Club Papers, Secretary's Minutes 1958).

The Mankato Garden Club also worked with the MHD to develop a wayside a quarter mile south of the Le Sueur River on the west side of TH 22. The MHD cleared the 3.5-acre site and provided picnic tables and benches. To this, the Garden Club added three stone fireplaces, toilet facilities, and wood boxes (none extant) (Mankato News 27 May 1948:1). Due to delays, ironically caused by the Korean War, the tree-plantings and paving were not completed until 1952. A plaque bearing the names of 1,170 service men and women from the area was mounted in the Blue Earth County Courthouse (Burns 1985; Mankato Garden Club 1948). In September 1954, MHD employees were encouraged to plan a drive on the new "Victory or Memorial highway" to enjoy the "beautiful stretch of landscaped TH 22" and the park and picnic grounds in the Le Sueur River valley (Pfeffer 1954). For her vision and leadership in the Victory Highway project, Harriet Barney received a bronze medal from Minnesota State Horticultural Society in 1954.

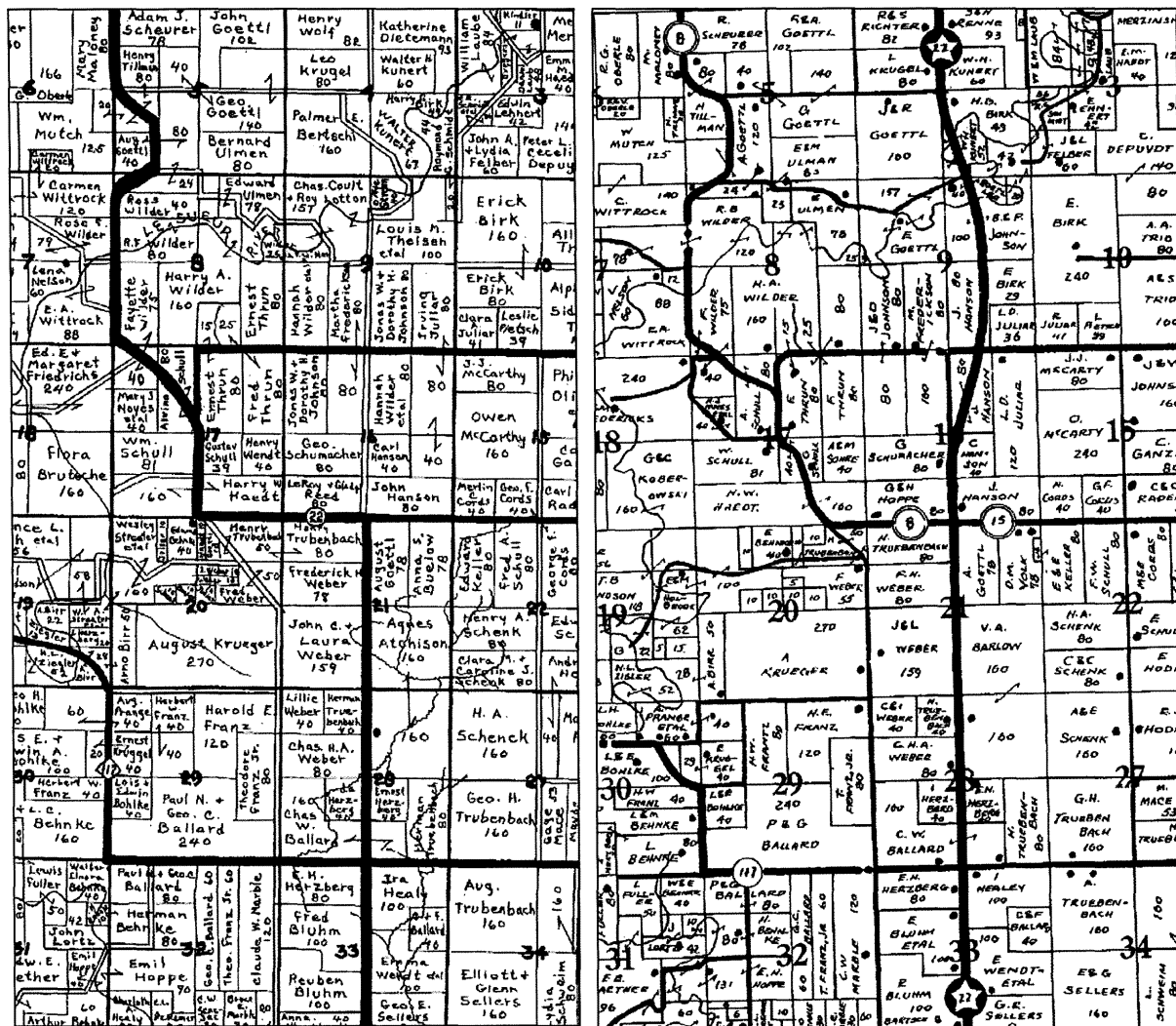


FIGURE 12. PORTION OF DECORIA TOWNSHIP SHOWING ORIGINAL TH 22 ALIGNMENT (1940) AND NEW ALIGNMENT (1952)



FIGURE 13. VICTORY HIGHWAY, C. 1966 (MANKATO GARDEN CLUB PAPERS)



FIGURE 14. VICTORY HIGHWAY, C. 1966 (MANKATO GARDEN CLUB PAPERS)

Further developments related to Victory Highway continued into the 1950s and 1960s. Harriet Barney had long “dreamed of a beautiful highway from the county seat to her old home” of Mapleton. With the initial part of the highway landscaping complete from Mankato to nine corners, the Herbert Derome Post of the American Legion in Mapleton took on the task of extending the tree planting program into Mapleton, the next nine-mile stretch. Plans prepared by Harold E. Olson of the MHD in 1955 show the locations of each of the 1,713 trees and shrubs to be planted. Species included red cedar, Colorado green spruce, American arborvitae, silver maple, green ash, American elm, Siberian pea tree, Tartarian

honeysuckle, common lilac and mugho pine. The plantings were arranged in groupings on both sides of the roadway (MHD Roadside Development Plans, Trunk Highway No. 22-39, Project No. 0704-11, 1955, on file at MnDOT). The American Legion took the lead in coordination with the MHD for the improvements and in gathering commitments from neighboring farmers to not place advertisements along the memorial highway. By November 1955, holes were being dug in which to place the new trees (BECE 10 November 1955:1).

In 1958, additional improvements were made to the Victory Highway Rest Area a half mile south of the Le Sueur River by the addition of a stone marker with a metal plaque honoring war veterans (Figure 15). Again, this marker was completed through the cooperation of the Mankato Garden Club and the MHD, as well as the American Legion (Burns 1985). The site was marked by a wood post-and-cross-arm sign reading "Victory Highway Roadside Parking Area" (not extant) (Figure 16). A second wayside served as a counter-part to the Victory Memorial Rest Area in Mapleton. Completed in 1962, the Mapleton Historical Marker served as an entry to the north side of Mapleton in a triangle park off of TH 22. Developed cooperatively between the MHD and the City of Mapleton, a stone marker with a metal plaque describes Mapleton's heritage as the "Cradle of Curling in Minnesota." Landscaping was compatible with that of the Victory Drive, and included a semicircular drive with plantings of Colorado blue spruce, Savin juniper, silver maple, sugar maple and groups of rose bushes (Gemini Research, SHPO Inventory Number BE-MPC-031, 1998) (see BE-MPC-031 in this report).



FIGURE 15. VICTORY HIGHWAY ROADSIDE PARKING AREA, c. 1966 (MANKATO GARDEN CLUB PAPERS)

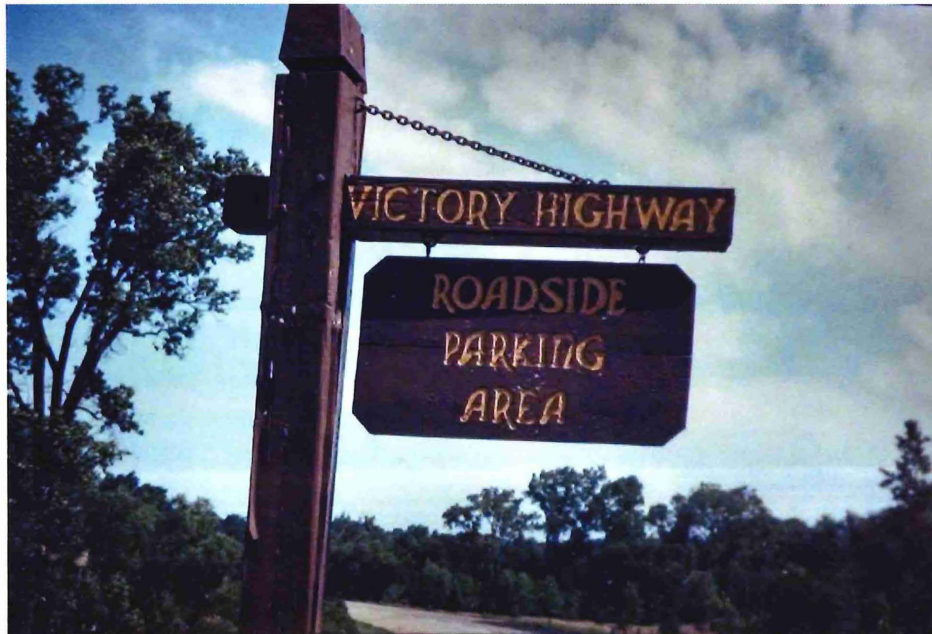


FIGURE 16. VICTORY HIGHWAY ROADSIDE MARKER, C. 1965 (MANKATO GARDEN CLUB PAPERS)

The Mankato Garden Club continued to be active in the development and maintenance of the Victory Highway through at least the 1960s. The club continued to be vigilant in keeping the highway free from advertisement signage, and as late as 1966, the club purchased over \$500 of trees and shrubs from the Lake City Nurseries to adorn the highway (Mankato Garden Club Papers).

Over the years, a number of changes in the roadway have occurred. Turn lanes were introduced in several county road crossings in the 1970s. The two bridges crossing the Le Sueur and Big Cobb rivers were rehabilitated in the 1980s. A 1.6-mile segment in Mankato was expanded to four lanes, as were segments north of TH 83. An extension of the highway to TH 14 in Mankato, called Victory Drive, was implemented in the 2000s.

Inspired by the work of Harriet Barney to establish Victory Highway, Mapleton resident and hardware store owner, Lorena Fron, led the effort to renew the dead and damaged trees on TH 22 in the 1990s. Many of the elms and poplars did not survive, and others were decimated in a 1991 Thanksgiving ice storm. After making contacts with MnDOT representatives, Fron learned that a new program was being introduced, called the Landscape Partnership Program. This program allowed MnDOT to work with local communities to share the burden of planting and maintaining roadside trees. Although typically intended for entrances to towns, Fron convinced the State to apply the program to Victory Highway (Mapleton Enterprise, 13 May 1992). Starting in 1993, Fron recruited Mapleton High School students to provide labor for replanting trees purchased by MnDOT in the small stretch of highway passing through Mapleton. In 1995, with local sponsorship by the Blue Earth County Soil and Water Conservation District, replanting was completed on a two-mile stretch north from Mapleton. Regular replanting campaigns continued to 2000, when the project reached CR 15, just south of the Le Sueur River valley, with hundreds of new trees planted along the highway. While some efforts were made to replace the original planting design in-kind, accommodation needed to be made to move trees out of the clear zone, prevent snow hazards, and to replace with species compatible with overhead power lines and suitable to the soil and climate (MnDOT Victory Highway File; Dan Gullickson, MnDOT Forestry Unit, personal communication, 14 January 2016).

Like the original planting campaign, participation from local veteran groups and schools played a critical role. The modern highway not only honors the veterans of World War II, but also those of the Korean War, the Viet Nam War, and Desert Storm (*Mankato Free Press* [MFP] 12 June 2011; *Maple River Messenger* 30 April 2003).

The two waysides associated with the highway also experienced changes over the years. The Victory Memorial Wayside near the Le Sueur River was routinely subjected to vandalism. In the early 1970s, it was rehabilitated by the addition of a vault toilet building, picnic tables, stairs walks, and trees, and by the removal of most of the original furnishings (MFP 8 August 1980; MFP 17 August 1972). The Mapleton Historic Marker wayside was later improved in the 1990s by the addition of a war memorial sign and a "Welcome to Mapleton" marker.

In 1996, TH 22 from TH 14 and 6 in Mankato to TH 30 in Mapleton was officially designated as "Victory Drive" by an act of the Minnesota legislature, and signed into law by Governor Arne Carlson on April 6.

Harriet Gilmore Barney

The wife of Dr. Paul Barney, Harriet Gilmore was born on a farm east of Mapleton, Minnesota to pioneer residents (Figure 17). After attending the Mankato State Normal School, she taught for several years before marrying. In addition to the Garden Club, she was active in many local civic and social groups, including the Eastern Star, the Mankato Music Club, the Art History Club, the D. A. R and the First Presbyterian Church of Mankato. Following her husband's death in 1939, Barney appears to have taken additional leadership roles. More than anyone, Barney is credited with developing the plan for the Victory Highway project as president of the Mankato Garden Club. She spent considerable time, effort and money in coordinating with the MHD and the American Legion, raising funds, and promoting the project. Harriet Barney died in San Diego, California in 1962, and was able to witness the full completion of Victory Highway from Mankato to her hometown of Mapleton (BECE 8 March 1962).

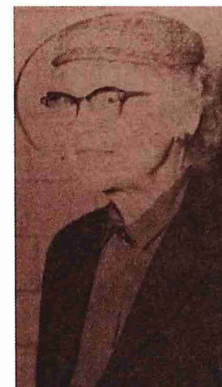


FIGURE 17. HARRIET BARNEY, c. 1954 (MANKATO GARDEN CLUB PAPERS)

Context: Commemorative Highways and Highway Beautification

Minnesota's and the nation's memorialization of fallen soldiers through highway beautification projects began shortly after World War I. In 1919, Charles M. Loring, known as the "Father of Minneapolis Parks," wrote *A Plea* to the citizens of Minnesota imploring each town to "organize a tree-planting association and line the highways with trees" planted by family members of those lost in the recent World War (Loring 1919:2). Loring was echoing the encouragement of the American Forestry Association, with the support of former President William Howard Taft, for large and small cities all over the United States to plant memorial trees, which would have the benefit of both beautifying cities and highways and offering a living tribute to war heroes. Reading, Massachusetts was named as the first city to dedicate a memorial park and to plant it with trees through the help of 2,000 citizens. At least 19 cities around the country had planted memorial trees, according to *American Forestry Magazine*. To that list, Loring added two in Minnesota. Minneapolis had begun work on a memorial drive (now called Victory Memorial Drive) to be planted with elms and decorated with native boulders upon which bronze tablets would be placed listing the names of the dead heroes. The City of Mound had also initiated a similar project. Loring was especially encouraging highway plantings, and offered instruction for the proper planting, care and varieties most suited for Minnesota (American white elms, soft maple, American

linden, and white ash; “do not plant box elders”). Loring further advocated for a state law to prevent advertising on trees on the highways (Loring 1919).

By the 1930s, only two state Minnesota trunk highways were established as memorial highways, although not as tributes to the fallen of World War I. The Colvill Memorial Highway, a segment of TH 19 from Gaylord to Red Wing, was established in 1931 in honor of Colonel William J. Colvill, who led the 1st Minnesota Volunteer Infantry in the Battle of Gettysburg. The Floyd B. Olson Memorial Highway, encompassing a portion of TH 55 from Minneapolis to Glenwood, was designated in honor of the Minnesota Governor shortly after his untimely death in 1936 (Commission of Highway to Mrs. Gordon H. Butler, letter, 1 October 1935, Evergreen Memorial Highway files, Minnesota Historical Society, St. Paul).

During and immediately following World War II, efforts to honor those who served in the armed forces through specially designated highways was catching on around the nation. The first demonstration was led by the New Jersey Garden Club, which in 1944 beautified six miles of State Route 29 between North Plainfield and Mountainside by planting 2,000 flowering dogwood trees. Energized by New Jersey’s cooperative model between the state garden club and the highway commissioner, and inspired by the idea of honoring service members through beautification and natural preservation, the National Council of State Garden Clubs took the project nationwide in 1945 through its Blue Star Highway program. A chairman was assigned to each state, who was responsible for coordinating with the state highway department and other officials on the designation and planning for landscape beautification projects appropriate to the community. Designated highways could erect standardized “Blue Star Highway” signage at state lines, intersections and waysides. The program’s goals eventually expanded beyond the memorial emphasis by accomplishing nationwide demonstrations of highway beautification, a model for working with highway authorities, a protest against billboards, and edification of the public of the benefits of high standards of roadside development (Blue Star Highway files, Minnesota Historical Society, St. Paul; Weingroff 2015)

The original network of Blue Star Highways consisted on one east-west and seven north-south routes, and was eventually expanded. The National Council of State Garden Clubs continued to promote the Blue Star Highway plan for decades. Minnesota did not join its ranks until 1965, when the legislature designated trunk highways 390, 392, 394 and 395 (all now Interstate Highway 35) as its Blue Star Highway (Blue Star Highway files, Minnesota Historical Society, St. Paul).

Although not officially part of the Blue Star system, Minnesota began developing memorial highways based on the garden club model in the 1940s. Probably the first of these, and only the third designated memorial highway in the state, was the Evergreen Memorial Drive. Like the Victory Highway in Blue Earth County, a group of women in Pine, Carlton and St. Louis counties designated a 55-mile stretch of Legislative Route Number 185 (now TH 23) from Askov to Duluth as the Evergreen Memorial Drive in memorial to the men and women of those counties who served in World Wars I and II. Through the action of the Askov Garden Club and many other women’s clubs and businesses of the area, they achieved the designation by action of the 1947 Minnesota legislature. While the earlier memorial highways (Colvill and Olson) barred advertising within the right-of-way, the local advocates for the Evergreen roadway expanded the prohibition by barring advertising signs within 300 feet of the centerline, except in a municipality, by obtaining easements from neighboring owners. As of 1955, Evergreen was the only Minnesota trunk highway with such broad aesthetic protections. To enhance the beauty of the natural wooded area, utility companies moved their poles to the edges of the right-of-way, areas disturbed by grading were seeded and reforested by the MHD, wood trail markers were placed at entrances, and roadside parking areas were established in at least two locations (Minnesota Highways October 1955:5). The Victory Drive, although not inscribed into Minnesota law until 1996, was

probably the second Minnesota highway designated to serve as a memorial to Minnesota veterans in the post-World War II era.

Minnesota memorial highways, bridges and locations may be designated by legislative approval and through coordination of MnDOT. By 1965, ten Minnesota highways were given special designation: six as memorials and four as trails or roads of special interest (Minnesota Legislature Outdoor Recreation Resources Commission 1965:1). The growing numbers of designated highways caused one MHD official to comment “we are developing a maze of Memorial Routes, calling for special signing, which will tend to nullify any beneficial effects from the standpoint of promoting tourism” (W. Shultz to M. E. Hermanson, letter, 27 February 1967, Evergreen Memorial Highway files, Minnesota Historical Society, St. Paul). The concern appears to have had little effect. Today, some 80 trunk highways and bridges are specially named in Minnesota code under Statute 161.14.

Significance and Evaluation

Summary:

Victory Highway/Victory Drive was evaluated within the context of Minnesota memorial and landscaped highways and found significant under NRHP Criterion A. Constructed in two segments between 1947 and 1955, the state highway was dedicated as a memorial to the men and women who served in World War II by the addition of trees placed in groupings alongside the rural highway. In 1948 and 1962, two waysides were constructed to contribute to the public enjoyment and were also offered in tribute to war veterans. A grassroots effort of local citizens and family members of those who served in the war took on the project, raising private funds to purchase over a thousand trees. Initially, the Mankato Garden Club, under the leadership of Harriet Barney, spearheaded the project and coordinated local efforts with the MHD to landscape the roadway with trees and shrubs, and to create the Victory Memorial Wayside. The second segment, completed in 1955, was principally led by American Legion Herbert Derome Post in Mapleton; this group was also responsible for establishing the Mapleton Rest Area in 1962. Nationally, the National Council of State Garden Clubs began its program to push for landscaped memorial highways in 1945 under its Blue Star Highway program, following the successful implementation of a similar project of the New Jersey Garden Club. Although not confirmed, the Mankato Garden Club would likely have been familiar with these national initiatives. While Victory Highway is not part of the Blue Star network (Minnesota did not have a Blue Star Highway until 1965), the locally and independently implemented Victory Highway project appears to be strongly inspired by the national effort to beautify highways and to provide a living memorial to war heroes.

Leadership from garden clubs appeared elsewhere in Minnesota. Members of the Askov Garden Club spearheaded a memorial highway passing through three counties from Sandstone to Duluth concurrent with the Mankato group. Just as the Victory Highway was about half completed, the Evergreen Memorial Highway was dedicated in October 1947 as a “living memorial” to the war veterans. This northern route had the advantage of legislative designation, which banned commercial advertising within 300 feet of the roadway (BECE 5 October 1947).

Analysis:

Both the Victory Highway and the Evergreen Memorial Highway reflect the style and tone of American war memorials established by local communities following World War II. These memorials contrasted with those honoring World War I. The earlier memorials, commemorating the sacrifices and devastation of the “war to end all wars,” tended toward sacred and Classical monuments with symbolic meanings and purposes, such as a memorial tower, a statue, an eternal flame, or a ceremonial space. While some of these also served utilitarian purposes, such as a memorial auditorium, most offered only symbolic significance. In the years following World War II, several important national memorials were constructed

following traditional design patterns. The battlefields of Europe became sacred ground with vast swaths of landscaped burial grounds and sacred chapels. In Washington, D.C., several traditional memorials, such as the Iwo Jima monument and the Netherlands Carillon were erected. In the nation's local communities, however, new patterns of memorialization began to emerge. Following a decade of economic depression and years of war depravations, the backlog of public amenities was long, and Americans were drawn to more practical and democratic aspects of commemorating World War II. Many communities erected utilitarian memorials, such as swimming pools, recreation centers, hospitals, schools and parks. Historian James M. Mayo summarizes the attitude thusly: "it was better put patriotism to work than to stare at a shrine" (Mayo 1988:113). This collective view of commemoration through respectable and utilitarian public features, included memorial highways dominated the post-World War II period (Mayo 1988). Indeed, the Minnesota legislature codified the sentiment in 1945 by authorizing county boards to raise up to \$250,000 in a "War Memorial Building Fund" for the construction of a hospital, library or historical museum or other civic and recreational facilities erected as a memorial to the men and women who served in the armed forces (Minnesota Statutes 373.053). The lack of "traditional" monuments commemorating the war led to such memorials established decades later; Minnesota's World War II memorial was completed at its capitol in 2007, and the National World War II Memorial was dedicated on Washington, D.C.'s National Mall in 2004.

Blue Earth County's Victory Highway reflects multiple aspects of American sentiment in the post-World War II years. First, it was erected as a "living" memorial to the men and women of Blue Earth County who served in the war. While not as utilitarian as a swimming pool or school, the tree plantings were an overt rejection of the memorialization methods employed in earlier generations and for earlier wars, in keeping with the new American attitude toward ways to honor its veterans. The National Council of State Garden Clubs was explicit in this repudiation as it established its national memorial highway network, the Blue Star Memorial Highway, remarking "it would be better to help beautify and preserve the country the men had fought for than to build stone monuments" ("History of Blue Star Memorial," Blue Star Memorial Highway Papers, Minnesota Highway Department, Minnesota Historical Society). Mankato's grassroots movement, funded by the friends and relatives of the service members, further evidences the impetus toward democratization of war memorials. Second, Victory Highway's sponsorship by the Mankato Garden Club is an early example of highway beautification in Minnesota, and fits within the national context of scenic roadway improvements supported by state and local garden clubs. Nationally, the combination of living war memorials with highway beautification would be rolled out as the Blue Star highway system in 1945, through cooperation between state garden clubs and highway departments. Eventually, this undertaking influenced the movement to improve roadway scenery, which became written into federal law under the Highway Beautification Act of 1965. This law allowed for landscaping costs to be part of federal-aid highway construction and removed billboards from scenic stretches of roadway. The Victory Highway's association with these broad patterns of history, and its very early introduction of the aspects of landscape memorial and beautification in Minnesota, make this property significant under NRHP Criterion A.

The person mostly closely associated with this property is Harriet Barney, the driving force behind its establishment. Mrs. Barney was an instrumental leader in the Mankato Garden Club and other civic organizations, but her principle public accomplishment appears to be that of the Victory Highway. Taken as a whole, she would not be considered a significant person in the past, and the property therefore does not meet NRHP significance under Criterion B.

The Victory Highway is a designed landscaped whose distinguishing landscape features are trees and shrubs, generally planted in groupings on either side of the roadway within the right-of-way and the lack of advertisement signs. The additional features are the two wayside rests. Outside of these features,

nothing in the history of the roadway indicates that special landscape design considerations were implemented as part of the project. Lacking further complexity of landscape design of the roadway, the property would not be considered as an example of landscape design that would be significant under NRHP Criterion C.

The property has not yielded, nor is it likely to yield, information important in prehistory and history, and therefore is not significant under NRHP Criterion D.

Conclusion:

The Victory Highway is significant under Criterion A in the areas Community Planning and Social History. The property type is a district, composed of three sites: the road corridor and two wayside rests; and two structures, Bridge 5959 (BE-BEA-025) and Bridge 6497 [not in APE]. Its period of significance begins in 1952, when the tree planting of the first segment from Mankato to nine-mile-corner was substantively completed, and concludes when the Mapleton Rest Area is completed in 1962, at the south end of the second segment from nine-mile-corner to Mapleton. This period includes the 1955 construction of the south segment; although spearheaded by the Mapleton American Legion and not the Mankato Garden Club, the south segment continues the spirit of a living memorial and highway beautification of the post-World War II era. The district boundaries follow TH 22 from its intersection with TH 83 on the north to approximately 0.25 mile south of its intersection with Silver Street East in Mapleton on the south. The lateral boundaries extend to the TH 22 right-of-way, and encompass the area defining the two wayside rests (BE-MPC-031 and BE-DEC-008 [not in APE]).

The district is most importantly distinguished and defined by the trees and shrubs intentionally planted within the TH 22 right-of-way and by the two wayside rests that contributed to the enjoyment and scenic value of Victory Highway. Other physical features include the roadway itself on a raised roadbed with sloping ditches. The surface was paved during the period of significance and generally composed of two lanes with gravel shoulders.

Integrity

The tree plantings within the TH 22 right-of-way are the principle features that distinguish this roadway as the memorial highway visualized by its creators; contributing features include the roadway and bridges, and two wayside rest areas. Designed landscapes whose vegetation contributes to the historic significance of a property need not retain the same vegetative material from the period of significance to retain integrity, since older plantings decay and die. A well-preserved landscape with good integrity of design and material will, however, have replacement vegetation with the same species of plant. If necessary, when matching plant materials are not feasible, trees and shrubs may be replaced with species of similar physical and visual characteristics (Birnbaum 1996:23).

The loss of trees and tree replacements have resulted in diminished integrity of material, design, feeling and association. A substantial portion of the plantings along Victory Highway from the period of significance have died or been removed without replacements. While recent efforts have been undertaken to replace tree groupings, many remain un-restored. Ken Wenkel, traffic engineer in the MnDOT District 7 office in Mankato, is familiar with the highway, its landscaping and memorial designation. He estimates that only half of the original trees remain in place (Wenkel, personal communication, 21 December 2015). An analysis of the plans available for the southern segment, planted with trees in 1955, confirms this estimate. The plans illustrate in detail the type and species of trees and bushes to be planted within the right-of-way, which included 855 trees and 858 shrubs along the 9-mile stretch. A review of contemporary satellite images available from Google Earth conducted by

Craig Johnson, MnDOT Cultural Resources Unit, found that 55 percent of the plantings shown in the plans had been removed.

A similar analysis, comparing the 1948 landscaping plan with current conditions as seen on Google Earth satellite imagery, was completed by Stark Preservation Planning for the northern portion of the Victory Highway (from CR 8 to Mankato). This estimate of existing tree plantings show that roughly one third of the original landscape plan remains intact. Several areas where tree plantings were shown on the plans have been overgrown by thickly wooded areas, where the individual tree planting are difficult to distinguish and have changed in character by the densely forested area.

Volunteer efforts to replace and restore the memorial highway's original design was undertaken through MnDOT's Landscape Partnership Agreement between 1994 and 2000 on the southern half of Victory Highway. For a variety of reasons, the project required extensive replacement of tree species outside of those specified in the original plans. For instance, evergreens planted on open roads cause snow traps and increased maintenance issues, and therefore were not re-employed in the revised scheme. American elms are prone to disease and are no longer viable. Plant locations also needed to be altered in the re-planting to accommodate clear zones and power lines. The species planted in 1948 included red cedar, Colorado green spruce, American elm, green ash, silver maple, Lombardy poplar, Dolga crab and common lilac. The species planted in 1955 included Colorado spruce, sugar maple, green ash and American elm. Replacement species display a greater variety, including Adams crabapple, laurel leaf willow, hawthorn, tree lilac, Lincoln elm, white cedar, swamp oak, hackberry, several variety of maple, bur oak, mountain ash, white ash, black ash, poplar, honey locust, catalpa, and linden.

Re-alignment of the northern most mile between 206th Street and TH 83 has resulted in additional compromises to the integrity of location, setting and design. Although the old Victory Highway remains in place as a secondary road, a new roadway was constructed to carry through traffic. The setting of the original stretch of highway has been significantly altered by surrounding development and with new crossroads.

Signage was an important aspect of the highway property's character as originally conceived. Billboards were barred from within 300 feet of the right-of-way. Over time, this prohibition has become lax, and several billboards are now found near Mankato (Figure 18). Similarly, the wooden, cross-arm signs identifying the highway as "Victory Highway," probably installed by the early 1960s, are no longer extant (see Figure 16). Currently, small identification signs – green with white lettering – name the route as "Victory Drive," and were probably installed following its official legislative designation in 1994 (see Figure 4). These changes have diminished integrity of setting, material and design.

In addition to changes in the roadway landscape, the two contributing waysides have also been modified. The Victory Memorial Wayside (BE-DEC-008), originally constructed in 1948, bears very little material from the period of significance. The stone fireplaces, wood boxes, and toilet facilities contributed by the Mankato Garden Club were removed in a 1983 rehabilitation, significantly altering the integrity of design, materials, workmanship, feeling and association of the site; it is consequently considered non-contributing due to the loss of integrity. The southern wayside, known as the Mapleton Historical Marker (BE-MPC-031), has also been slightly modified by the addition of new signage attached to the marker in 1996 and a large "Welcome to Mapleton" sign added c. 1990.



FIGURE 18. TH 22 TREE PLANTINGS AND BILLBOARD SIGNAGE, SOUTH OF TH 83

The two highway bridges that also contribute to the district were modified in the 1980s, most significantly by the replacement of an open railing with a parapet-style railing. The integrity of design, material, feeling and association has been compromised on these bridges.

As a consequence of the above-described changes in the physical site since the period of significance, the Victory Highway has suffered from diminished integrity of location, design, setting, materials, feeling and association. When taken together, the loss of integrity diminishes the property's ability to convey its historic significance.

Recommendation

This property is recommended as not eligible for listing in the NRHP. Although found to possess significance under Criterion A as an early Minnesota example of a grassroots effort to memorialize the men and women who fought in World War II and of highway beautification, the diminished integrity of material and design, especially, render the property unable to convey its historic significance.

5.2.2 Beauford Creamery, BE-BEA-001

15892 Trunk Highway 22, Beauford Township

Description

The 1931 Beauford Creamery building stands on the west side of TH 22 in Beauford, north of CSAH 10. The rectangular plan building is two stories in height with a flat roof concealed by a parapet wall. The walls are clad with variegated brick in shades ranging from dark red to green. The front (east) façade is symmetrically arranged, centered on the pedestrian entry. Windows, composed of 3/1 double-hung sash, are arranged in singles and pairs on the first and second stories. The fluted Classical door surround, as well as the window sills and lintels and parapet wall coping, are made from limestone. A sign reading

“Beauford Creamery” centered over the door is also made of limestone. A porte-cochere with a roof supported by brick columns with limestone trim is placed on the south elevation. Beneath the porte-cochere is a wooden double-leaf door. Several of the windows on the side and rear elevations have been broken, removed or covered with plywood. The brick exterior chimney on the west elevation had been truncated (Figures 19 through 22).



FIGURE 19. BE-BEA-001, FACING W



FIGURE 20. BE-BEA-001, FACING NW



FIGURE 21. BE-BEA-001, FACING SE



FIGURE 22. BE-BEA-001, FACING NE

History

On January 16, 1895, farmers from the Beauford area met at the town hall to discuss the establishment of a cooperative creamery. Fred Cramer, who chaired the meeting, read a report from the Minnesota experimental farm on the benefits of cooperative creameries, and shared his experience in butter making. Others in attendance chimed in to comment on their understanding of similar cooperatives already in operation in the county, including the St. Clair Creamery and the Mapleton Creamery; Indian Lake was also in the planning stages. Already, locations in Beauford to place a new creamery had been offered free of charge. The gathering of men proposed to take a census of the numbers of cows that nearby farms could pledge to participate in a Beauford cooperative, believing that a minimum of 400

cows would be necessary. In two months' time, 500 cows had been pledged to a newly formed cooperative creamery, and investments were made in new separating and other equipment from the Creamery Package Company in Mankato. Edward and Matilda Runke leased land near the Beauford Post Office to the Beauford Dairy Association in March for \$100, and the new building (just east of the existing building) was soon to be erected (Mankato Free Press [MFP] 22 January 1895; MFP 26 March 1895; Blue Earth County Recorder's Office, Miscellaneous Book 4, Page 615).

By June 1, 1895, the Beauford Cooperative Creamery was up and running in a wood structure erected for its purpose under the management of Charles Herzberg and Omar Mullin, butter maker (Figure 23). In its first year the cooperative received about 4,000 pounds of milk per day from 50 patrons. Three years later, 189 patrons delivered an average of 23,000 pounds of milk per day, producing some sixty tubs of butter per week. Management claimed that "they have secured the highest average yield of milk, and that they have paid the highest average price to patrons the past year of any creamery in the state" (MFP 25 February 1898).

By 1926, the Beauford Creamery had joined the Minnesota Cooperative Creameries – an association of local creameries which would later become Land O'Lakes. Their production that year had grown to 218,534 pounds of butter produced from 655,443 pints of cream. The creamery yielded an average price of 42 7/10 cents per pound. The organization was able to retain net gains of over \$1,500, a portion of which would be put into a sinking fund to pay for a new building (MFP 3 February 1926). After 36 years of operation, and with advances in production technology, the Beauford Creamery determined it was time to replace their obsolete creamery building. Seven thousand dollars from its asset reserves were used to construct a new brick building just west of the old structure (MFP 6 February 1931). On September 16, 1931, a new creamery in Beauford was dedicated in a formal ceremony, complete with orchestral music and singing. Mr. J. H. Hayes, deputy commissioner of the Dairy and Food Department, addressed the gathering, remarking that to his knowledge, no other creamery in the state had dedicated a new building free of debt, as was the case in Beauford (Figure 24) (BECE 18 September 1931).

The Beauford Creamery operated until 1955, falling prey to growing competition and specialization, and to the increased overhead in milk hauling. The Beauford Cooperative Dairy Association was formally dissolved at its annual meeting on February 27, 1958. After standing vacant for several years, the site was adapted for use as a mink farm from 1961 through the mid-1980s, adding large sheds west of the creamery building (Figure 25) (Schrader 1990:66; Blue Earth County Recorder's Office, Miscellaneous Book 18, Page 232).

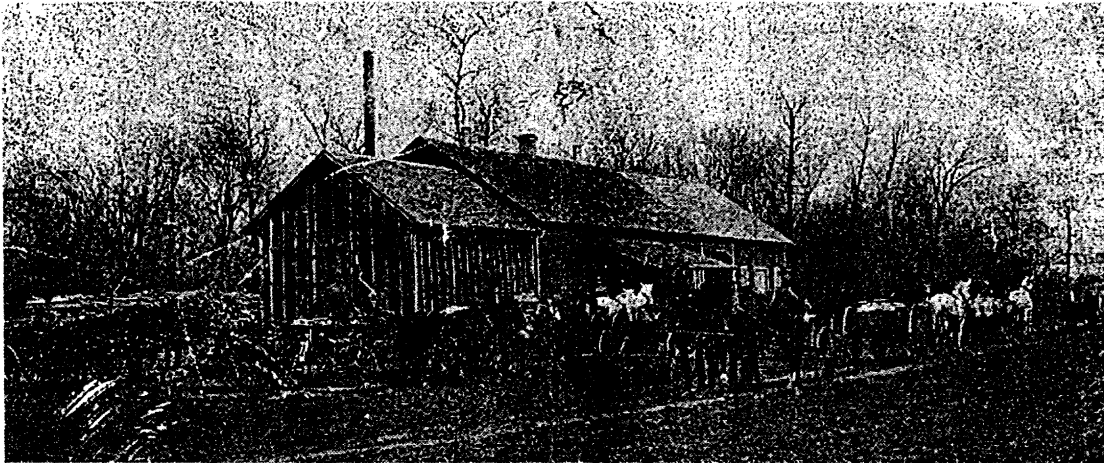


FIGURE 23. ORIGINAL BEAUFORD CREAMERY, C. 1900 (MANKATO FREE PRESS 4 MARCH 1943)

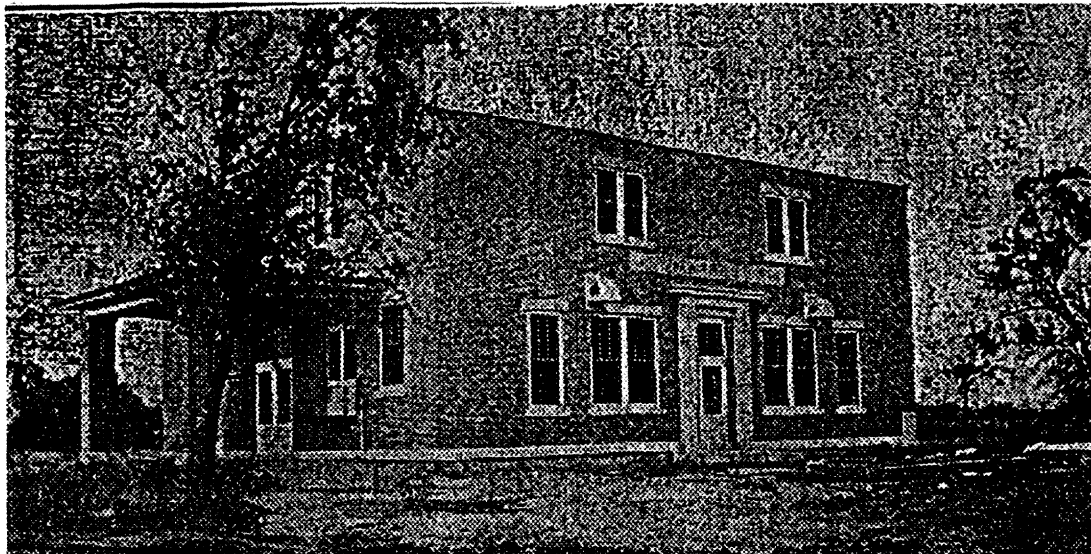


FIGURE 24. BEAUFORD CREAMERY, 1931 (BLUE EARTH COUNTY ENTERPRISE 25 SEPTEMBER 1931)

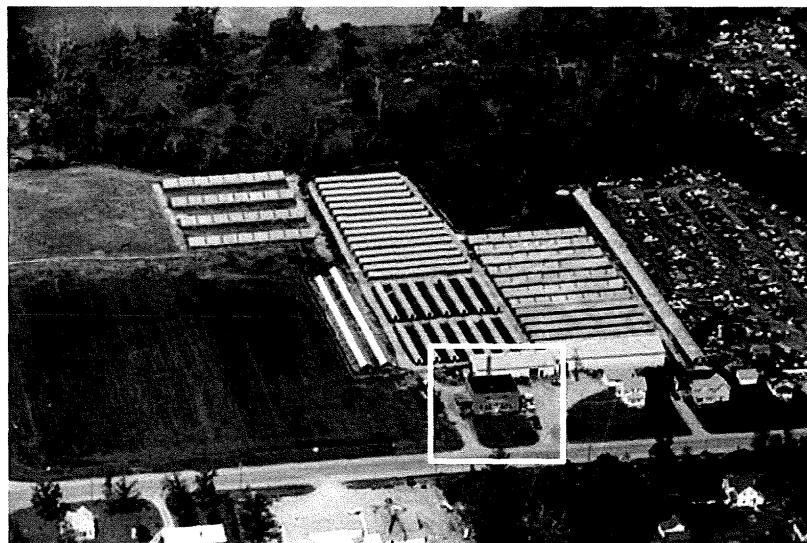


FIGURE 25. BEAUFORD CREAMERY, 1983, SHOWN IN CENTER FOREGROUND WITH MINK FARM (MINNESOTA HISTORICAL SOCIETY)

Context: Minnesota Dairying and Cooperative Creameries

Cheese and butter were among Minnesota's earliest agricultural products. In 1850 the state produced 1,100 pounds of butter, which grew to nearly three million pounds of butter and almost 200,000 pounds of cheese from 51 counties by 1860. This early cheese and butter making was typically done on farms, and used for family consumption or sold locally. The dairy industry was dwarfed by wheat production, which was highly profitable in the state's newly cultivated fields. Although cheese and butter were produced in factories in New York State prior to the Civil War, Minnesota's first manufactured dairy products arose from Owatonna when two men built a cheese factory operated by a New York cheese maker. Cheese production grew into the surrounding counties, including Blue Earth, and by 1876, there were 49 cheese factories operating the state (Robinson 1915:292; Peterson 1999:8-1).

By the early 1870s, Minnesota farmers were encouraged to diversify from wheat-dependent, one-crop farming and to seek other income-producing strategies. The plunge in wheat prices combined with disease fed further interest in migrating to a more reliable source of income. The trend took hold especially in southeastern Minnesota, where increased settlement offered a better market for dairy products, and the State Dairyman's' Association was formed in 1878. As the industry grew, an organization of cheese and butter processors formed the Minnesota Butter and Cheese Association in 1882 (Peterson 1999:8-2).

Several contributing factors coincided in the early 1890s to propel Minnesota to become the state's largest butter producer, based largely on the cooperative creamery system. First, a series of technological innovations led to higher quality products to be produced on a larger scale. The Babcock test, patented as early as 1877, used centrifugal force to accurately sample the proportion of butter fat in milk. The invention came into widespread use by 1890 through the Danish-made Weston cream separator and the Swedish-produced De Laval cream separator. This machinery introduced more scientific methods of producing dairy products and the need for a centralized system to acquire and operate the equipment (Robinson 1915:138; Peterson 1999:8-3). Second, experimentation in a cooperative method of cream collection and butter production began in several southeastern Minnesota communities. The creamery established in Clark's Grove (listed in the NRHP) in 1889, based on inspirations from Denmark and Iowa, is generally regarded as the state's first creamery using the cooperative model. In fact, other southeastern Minnesota communities were concurrently forming organizations along the same lines, including those in Nunda and Pickerel Lake townships in Freeborn County and in Biscay, McLeod County (Keillor 2000:125; Robinson 1915:138). The cooperative creamery model, versus a proprietary model, held several advantages for Minnesota communities. In the age before refrigeration and efficient transportation, the bulky and perishable raw milk and cream could not be safely and efficiently transported to large markets in the Twin Cities, making local processing necessary. Financing a creamery and its equipment without access to private markets proved to be an obstacle, so communities within a four- to five-mile radius would come together to form a cooperative association. Each farmer would promise milk from his cows to the creamery venture; the farmer would benefit from the success of the creamery. Such creameries were not guaranteed success, but the farmer investment significantly reduced risk and contributed to their preference over a proprietary model, which would not achieve the same level of commitment. In short, writes historian Steven Keillor, "cooperators could do what entrepreneurs could not. Democratic decisions about the site and the sharing of investment risk secured consent from farmer-members, conferred legitimacy on the new enterprise, and gave farms a stake in it" (2000:128).

The proliferation of Minnesota's cooperative creameries is the third factor leading toward Minnesota's prominence as a leading butter producer. In August 1892, Theophilus L. Haeker, a dairy instructor at the University of Minnesota's School of Agriculture, was taking a tour of Freeborn county's 21 creameries.

After being disappointed in the conditions of a creamery in Geneva Township, Haeker was invited to Clark's Grove to observe their operations. Being duly impressed, Haeker resolved that he and the university must establish creameries throughout the state based on the Clark's Grove model. Convinced of the promising future that they would hold for Minnesota farmers, Haeker began quietly advising them to start cooperative creameries, to the consternation of the state's private creamery owners. Eventually, his recommendations were officially endorsed by the university and published in "Press Bulletin No. 2," entitled *Organizing Co-operative Creameries* (Keillor 2000:133-136).

The confluence of modern cream separator technology, the acceptance of the cooperative model, and the dissemination of the information on the formation of local creameries combined to propel Minnesota as the nation's preeminent butter producer. By 1900, just a decade following the establishment of the state's first cooperative creameries, there were 596 local creameries. This number grew to 720 by 1910 (Price 1928:3). By 1914, Minnesota had 850 creameries dispersed through nearly every county. Nearly three-quarters were set up using the cooperative model (Figure 26) (Durand and Robotka 1917:6).

Nationally, the reputation of Minnesota butter grew quantitatively and qualitatively. By 1910, the state was ranked fourth in the value of its overall dairy product, beat out by Wisconsin, New York and Iowa, most of which gained their value from cheese making. Minnesota butter won eight out of the ten awards from the 1912 National Buttermakers' Association competition (Robinson 1915:212). Cooperative creameries were substantially credited for Minnesota's growing reputation. Despite accounting for nearly three-quarters of the state's creameries, cooperatives disproportionately received awards at national competitions, including the St. Louis World's Fair and the International Dairy Show. The official 1917 bulletin from the University of Minnesota proclaimed that "the cooperative movement has undoubtedly been one of the most potent factors both in the growth of the dairy industry of this state and in the establishment of its leadership as regards to quality" (Durand and Robotka 1917:166).

The impacts of cooperatives were also clear for the state's overall economic welfare. A 1910 newspaper article explains the advantages of cooperatives over proprietary models for a hypothetical "Farmer John Smith."

But as it is [under the cooperative model] Farmer John Smith retains an interest in that butter fat and will reap the profits from it after it has been consumed at a social function in New York City. The whole creamery business is run by John Smith and his neighbors. At certain times they meet, pay the expenses of operation, shipping, etc., and divide the surplus among themselves in proportion to the amount of butterfat supplied. The only man who comes between John Smith and the consumer is the commission man. And the only commission man who can buy his product is the one whose honesty has been firmly established – for the cooperative creamery farms have learned by cooperation which firms are safe to deal with (*St. Paul Pioneer Press*, 29 May 1910).

From 1890 to 1910, the number of cows in the state grew from 566,000 to 1,125,000, but the butter production per cow also increased from 128 to 166 pounds. As a result, the gross receipts from the butter industry grew many times over, from \$7,500,000 to \$42,750,000 during that same period. Thanks to the influence of the cooperative system, "the bulk of this \$42,750,000 will go into the pockets – or rather the banks – of John Smith and the other proprietors of the 800 cooperative creameries in the state" (*St. Paul Pioneer Press*, 29 May 1910).

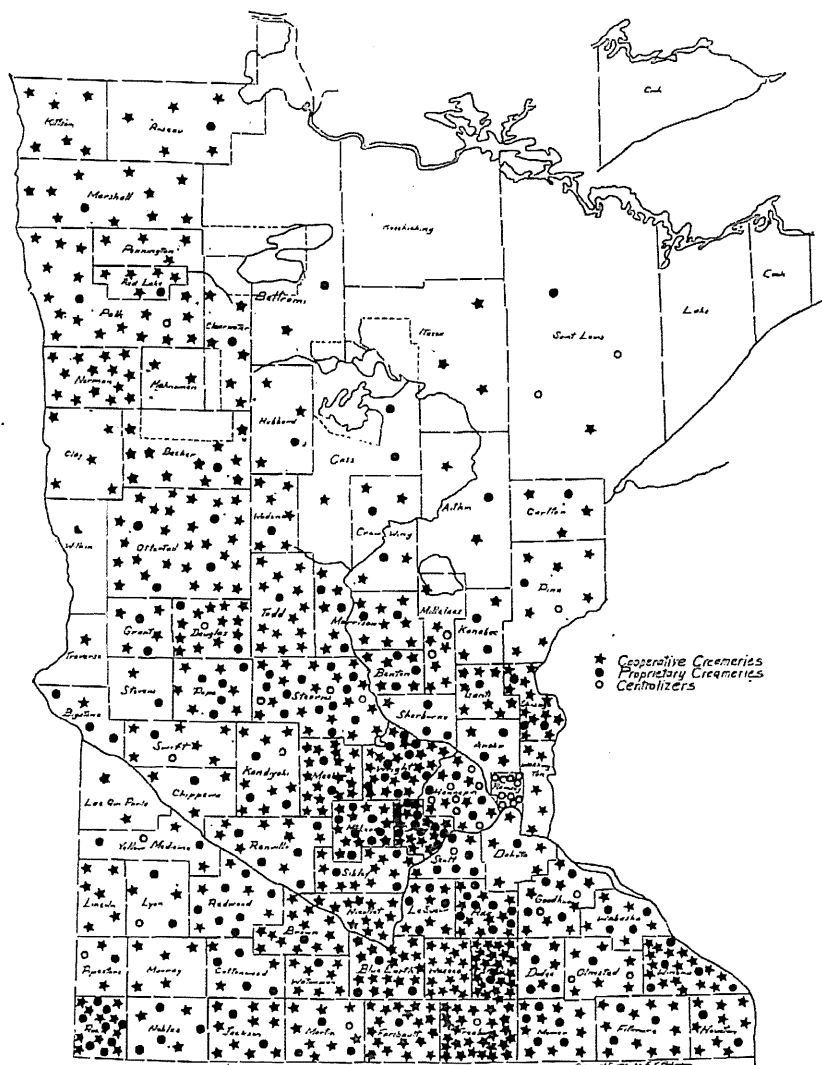


FIGURE 26. DISTRIBUTION OF CREAMERIES BY COUNTIES, 1914 (DURAND AND ROBOTKA 1917)

By 1900, the development of small cream separators shifted the process farmers used to bring their goods to their local creamery. Instead of bringing unprocessed milk, where the cream would be separated and the skimmed milk returned to the farmer to use for feed, small and affordable separators could be used on the farm. This allowed for farmers to bring only the cream in for butter processing. This technological development opened the doors for new competition to the cooperative system. Private operators, using a "centralizer" system of cream collection, began to proliferate, causing a setback to the cooperative system. By 1915, over 40 centralizers with 2,000 cream stations were established in the state. Until this time, local creameries were principally focused on production; for marketing the finished product, each creamery relied on contracts with private dealers with little, if any, coordination among the creameries. Recognizing the opportunities for increased efficiencies for marketing and other services among the cooperatives, the University Farm Schools of the Middle Northwest conducted a study of the issues in 1918. The following year, the first county-wide organization of cooperatives were formed in McLeod and Houston counties, and by 1920 15 counties had associations of cooperative creameries. These associations achieved savings in freight costs, better methods of packing and weighing, greater sanitation and improvements of quality through pasteurization. Building on these successes, calls for a statewide association were considered in 1921, an

unprecedented movement. That year, the Minnesota Cooperative Creameries Association was formed by over 300 local cooperative creameries. By consolidating shipping to eastern markets and unifying product marketing, greater profits could be accrued to the producers without increasing costs to the consumer. By 1926, the association was officially renamed to its brand name, "Land O'Lakes Creameries," and was serving creameries beyond the state boundaries. The organization effectively responded to competitive demands and successfully reinforced the strength of the cooperative creamery movement. Land O'Lakes grew to be a diversified industry serving a wide range of farm product needs (Land O'Lakes Creameries 1934).

By at least 1935, Minnesota was the nation's leading butter producer, making over 273 million pounds of butter, or 16.7 percent of the national output. Most of the state's product continued to be processed by cooperative creameries, accounting for 69.5 percent of all butter manufactured in Minnesota. 1930 stood as the high-water mark for the number of cooperative creameries – 669 – which dropped to 635 five years later. During that time, increased output per creamery and improved transportation led to greater efficiencies and consolidation. Although the annual production per creamery increased by two-and-a-half times to nearly 300,000 pounds of butter between 1915 and 1935, such gains were relatively small in comparison with other states. Iowa's cooperative creameries produced on average 465,000 pound of butter per year, and a 1931 study of 20 California creameries showed a whopping annual production of 1,987,000 pounds for each creamery. In Minnesota, most creameries produced in the range between 125,000 and 375,000 annually. Only 29 produced over 500,000 pounds of butter (Koller and Jesness 1938:6-10).

Up until 1941, nearly all of Minnesota's dairy production efforts were directed toward the making of butter, which hit a record high of 325 million pounds that year (Figure 27). With the onset of the American entry into World War II, the state's butter production declined rapidly. By 1946, Minnesota produced only 176 million pounds, a decrease of nearly 50 percent in five years. During the war, the dairy industry focused its work on other products, such as cheese, cottage cheese, condensed and evaporated milk, ice cream, and non-fat dry milk, which saw increases in production of two to four times. While butter production rebounded after the war to a post-war peak of 253 million pounds in 1949, it would never reach its pre-war apex. Despite these declines, Minnesota maintained its lead as the nation's foremost butter producer in 1951. National consumption of butter had generally been on the decline since its high point in 1939. The decline was caused only in part by competition from margarine, whose consumption increased during that period partially because of the elimination of special taxes on margarine sales. Other factors contributing to the decline in butter relate to the rise in demand for other dairy products, such as dry whole milk, ice cream, cheese, fluid milk, and evaporated milk, resulting in reduced supply, and a shift to production of meat animals and cash grains in the main butter-producing areas (Potas and Prindle 1953). Today, California is by far the nation's largest butter producer.

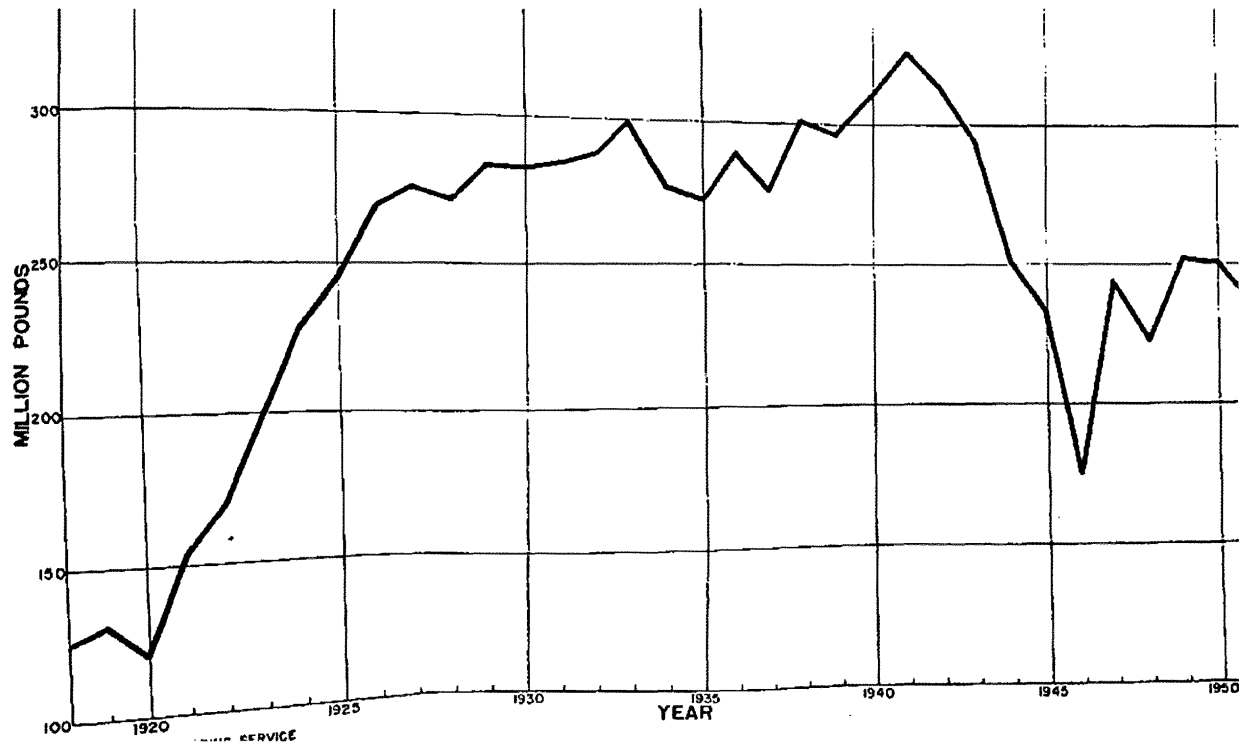


FIGURE 27. CREAMERY PRODUCTION IN MINNESOTA, 1918-1951 (POTAS AND PRINDLE 1953)

Creamery Building Transitions and Typologies

The “boom” period of independent creameries was a brief period of history, spanning some 35 years, roughly between 1889 and 1924. Creameries are most readily identifiable by their large chimney for the engine equipment, and by roof ventilators needed to exhaust the accumulated heat and steam within the building. Over time, however, several distinct types of creameries evolved, reflecting advances in delivery patterns and technology. Historian Steve C. Martens has divided the evolution of the cooperative creamery into three types that typically follow in a chronological pattern. Type 1, the Linear Plan, was typical of creameries constructed between 1889 and 1895. This type consisted of a wood frame structure with a pitched roof, essentially a “barn” to house the equipment and supplies necessary to collect cream and make butter (see Figure 23). Because their susceptibility to fire from the steam engines used to drive the equipment, these easily and affordably built structures were quickly replaced with brick buildings. The brick structures, constructed between 1895 and 1905, provided essentially the same plan as their wooden predecessors, with the improvement of brick load-bearing walls with better fire resistivity and sanitation. The next generation of creamery types, Type 2, introduced a more elaborate Cross Gable Plan most often constructed between 1905 and 1921. Typically constructed to replace the original building, the Cross Gable type emphasized an articulated entrance and covered milk wagon drive-through, or *porte-cochere*. Constructed of brick or stone, this generation of creamery was often highly ornamented (Figure 28) (Martens 1993).



FIGURE 28. LITCHFIELD CREAMERY, C. 1913, TYPE 2 EXAMPLE (MHS LOCATION NUMBER MM5.9 LT3.1 R10)

Type 3 creameries Martens terms “Squared-Off, Multi-Story Structures with Industrial Expression” typically constructed after World War I, between 1915 and 1930. The structures from this period reflect the role of creameries as important institutions and public meeting places, taking on a design vocabulary like those of small public schools of the period. Such buildings are characterized by “a degree of ornamentation ... in window trim, cornice moldings and entrance ‘banners’ that frequently announce the name of the local cooperative” (Martens 1993:7). Like the Type 2, these creamery plans typically featured a covered drive-through cream receiving structure, in addition to rooms for processing, refrigeration, storage, delivery and often a dairy store. The second story could be used for supplies and cooperative meeting space (Figure 29) (Martens 1993).



FIGURE 29. CLARK'S GROVE CREAMERY, ERECTED 1922, TYPE 3 EXAMPLE (MHS NEGATIVE NO. 07042-7)

Few, if any, of the Type 1 creameries remain extant, unless they are the remnant of a short-lived venture that never succeeded to replace its first structure. Most cooperative creameries followed the pattern of constructing and re-constructing more advanced structures as technology, capacity, finances and sometimes fire, dictated. One of the earliest cooperative organizations, Clark's Grove, operated from 1927 to its 1996 closure from its third building. In Beauford, the Type 1 building erected in 1895 was not replaced until 1931, when its Type 3 building was completed, likely among the last local cooperative creamery buildings to be built before the downturn of the industry in the 1940s.

Blue Earth County Creameries

Like much of the rest of southern Minnesota, dairy farming took off rapidly during the 1890s and the following decades. Following the advent of the cooperative creamery in Clark's Grove and other communities, most of Blue Earth's creameries followed the effective model. In 1890 Blue Earth County had cheese factories in Mapleton and Eagle Lake, and a creamery was just established in Good Thunder. Only one year later, at least seven creameries were operating in the county, including those in Mapleton, Lyra, St. Clair, Lake Crystal and Vernon Center. Between 1895 and 1898, at least four more creameries were being established in Indian Lake, Beauford, Judson and Cambria. The quick rise in butter production had its corresponding rise in the county's overall dairy industry, and in 1897 dairying had surpassed wheat as the county's principal agricultural product (Hughes 1909:207-216; MFP 26 March 1895). Between 1900 and 1910, the pounds of butter sold increased by nearly 50 percent from 414,271 to 612,443 pounds (Robinson 1915:201). By 1918, the county was home to 17,754 milk cows producing 2,827,237 pounds of butter. Eighteen creameries serviced the 2,279 farmer patrons who were paid \$1,290,879.29 for their butterfat, an amount nearly equal to all of the county's other agricultural enterprises put together (MFP 31 March 1920).

The rise of the county's creameries were aided by the nearby location of the Creamery Package Manufacturing Company in Mankato, which provided the equipment and supplies for many, if not all, of the Blue Earth creameries. This company, whose territory extended into neighboring states and beyond, provided butter tubs made of white ash, Genesee salt, and equipment such as the De Laval separator and the Weston centrifugal cream separator, critical instruments for the production of quality butter. As early as 1890, the company was producing 2,000 butter tubs a day (MFP 17 May 1890).

Blue Earth County's butter production increased into the 1920s, when in 1927 it reached its apex of 7,352,000 pounds of butter. After that time, production gradually and unevenly declined for the next 25 years, even while the state's production was on the rise, suggesting that other counties were surpassing or supplanting the more traditional dairy counties. When the state reached its peak production in 1941, Blue Earth produced only 4,458,000 pounds, a 36 percent decline from its peak year. By 1951, four years before the Beauford Creamery closed, Blue Earth County was producing less than a third of its 1927 peak capacity (Potas and Prindle 1953).

Significance and Evaluation

The Beauford Creamery meets NRHP significance requirements under Criterion A. Collectively, Minnesota's creameries, and in particular its cooperative creameries, played an important economic role in the state's agricultural development. The cooperative system, in contrast with a proprietary approach, served to stabilize and strengthen rural Minnesota and contributed its reputation for quality butter production. Locally, cooperative creameries made important contributions to the economic welfare of many of the state's dairy production regions by providing a means for reliable cash income for farmers, who reinvested their funds in local businesses. As a result, the local creamery became a symbol of civic pride, and was often the most substantial and architecturally distinguished building in crossroads communities, where they also served as places for social gatherings.

Nearly 400 creamery properties are recorded in the SHPO property inventory, more than half of the nearly 700 local creameries historically found throughout most parts of the state. The high frequency for the recordation of this building type in the state's inventory is not surprising. Excluding larger cities, creameries are almost always unique in their community. Their substantial construction – usually brick or stone – give them an enduring presence. Their architectural, economic and social prominence further raise the profile of this type of property, especially in cross-road communities such as Beauford, where the creamery remains as the most significant structure. Blue Earth County creameries listed in the inventory, in addition to Beauford, include those in Amboy, Butternut Valley, Eagle Lake, Good Thunder, Lake Crystal, Pemberton, Rapidan and Vernon Center.

Only nine Minnesota creameries are listed in the NRHP; another nine are eligible for NRHP listing. One eligible creamery is razed (Table 2). Of the NRHP-listed creameries, four are listed for their contribution within broader commercial or industrial historic districts. The five individually listed creameries (Fairmont; Clarks Grove; Eyota; Viola; Walnut Grove) were constructed between 1923 and 1930 and are listed under NRHP Criterion A; the Eyota Farmers Cooperative Creamery is also significant under Criterion C. No Blue Earth County creameries are listed in the NRHP.

Inventory No.	Name	County	City/Township	NRHP Listed	NRHP Eligible
BW-SPC-096	Farmers Creamery	Brown	Springfield		Y
CR-CVC-081	Carver Creamery and Ice House	Carver	Carver	Y	
CY-HWC-011	Hawley Co-op Creamery	Clay	Hawley		Y
CY-MHC-066	Fairmont Creamery Company	Clay	Moorhead	Y	
FE-CLA-001	Clarks Grove Cooperative Creamery	Freeborn	Clarks Grove	Y	
GD-VSA-049	Vasa Farmers' Creamery	Goodhue	Vasa Twp.	Y	
HE-EPC-040	creamery (razed)	Hennepin	Eden Prairie		Y
HE-MPC-3528	Norris Creameries, Inc.	Hennepin	Minneapolis	Y	
HU-CDC-006	Caledonia Co-op Creamery	Houston	Caledonia		Y
KT-LNC-001	creamery	Kittson	Lancaster		Y
LN-IVC-012	Ivanhoe Creamery	Lincoln	Ivanhoe		Y
ML-PRC-014	Princeton Co-op Creamery	Mille Lacs	Princeton		Y
MO-RAN-002	Randall Creamery	Morrison	Randall		Y
OL-EYC-016	Eyota Farmers Cooperative Creamery Association	Olmsted	Eyota	Y	
OL-VIO-004	Viola Cooperative Creamery	Olmsted	Viola Twp.	Y	
RW-WGC-008	Walnut Grove Cooperative Creamery	Redwood	Walnut Grove	Y	
SN-SKC-066	Blue Valley Creamery	Stearns	Sauk Centre	Y	Y

Like these other local creameries, the Beauford Creamery locally represents the importance of the farmer cooperatives, dairy production, and the centralized creamery process during the late nineteenth and early twentieth century. Constructed in 1931, the existing building stands, as nearly all other extant creameries do, as the second generation of creameries in this area. The new building represents the technological advances made since the organization's founding in 1895, the growth of the dairy processing system, and the rising prosperity of the cooperative farmers. It is significant within the statewide context of "Railroads and Agricultural Development, 1870-1940." The period of significance is 1931 to 1955, reflecting the period of creamery operations in this building. The structure is

representative of the late-period of local creameries, frequently constructed of brick and ornamented with architectural details often found in civic buildings of the era. Its exterior functional features are important in defining the property's character-defining features, which include its porte-cochere delivery station, the chimney stack and its setting at the Beauford crossroads. The architectural details include the multi-hued brick, limestone trim, streamlined Classical door surround, flat roof, and the incised stone sign reading "Beauford Creamery." The property boundary is defined by the approximately 148.5' by 148.5', five-acre parcel historically occupied by the Beauford Cooperative Dairy Association.

No persons of historic significance are known to be associated with this property, and it is therefore not significant under Criterion B. Although the building displays some architectural distinction and displays a type of building, its architectural characteristics do not sufficiently distinguish this building as significant under Criterion C. The property is not known to have yielded, nor is it likely to yield, information important in history or prehistory, and is therefore not significant under Criterion D.

Integrity

The Beauford Creamery is currently abandoned and suffers from serious condition issues. Its overall integrity, however, remains largely intact. Significant alterations include to removal of the upper chimney on the west elevation and several broken windows covered with plywood panels. Most windows, however, appear to retain their original sash. The setting has been altered somewhat, with the construction of nearby sheds erected for the milk farm operation, and by the loss of the driveway that would have led to the porte-cochere and other service entrances. Access to the building was not granted to the Principal Investigator, and so its interior could not be assessed. The property's integrity of location is excellent. The integrity of design also remains largely intact, with key architectural features, such as the porte-cochere and limestone detailing remaining in place; the loss of the upper chimney diminishes a character-defining feature. The integrity of setting has been somewhat diminished by the loss of the driveway and the construction of nearby storage sheds. Most of the original materials of the exterior surface remain in place, which demonstrate the workmanship of the 1931 building. The overall integrity of the various elements of the property support the integrity of feeling and association.

Recommendation

The Beauford Creamery is recommended as eligible for listing in the NRHP under Criterion A in the areas of Commerce and Agriculture. The period of significance begins with its construction in 1931 and concludes with the closure of the creamery in 1955. The property retains good integrity, and continues to convey its historic significance.

5.2.3 Hislop Farmstead, BE-BEA-007

15503 Trunk Highway 22, Beauford Township

Description

The property owner did not allow access to this property or for pictures to be taken on premises. The following description is based on a visible features from public right-of-way and from the information provided by the Blue Earth County Assessor records.

This farmstead is now a large farming operation on the east side of TH 22, just south of the Big Cobb River. A 1948 two-story, side-gabled, frame house has a shed dormer and an enclosed front porch addition. The walls are clad with vinyl siding and the windows have been replaced. The farmstead includes a 1940 barn, a 1950 shed, a 1960 shed, a 1960 hog barn, as well as many other buildings post-dating 1970, including a seven hog barns, three grain bins, three sheds, an office and a barn (Figure 30).



FIGURE 30. BE-BEA-007, FACING E

History

According to the Blue Earth County Assessor records, the house was constructed in 1948. The 20 agricultural buildings recorded in the assessor records were constructed between 1940 and 1999; only four buildings predate 1970. The property is currently known as Hislop Farm. William Hislop (1859-1936), the son of Thomas and Grace Hislop, arrived in Beauford Township at the age of eight in 1866, along with his seven brothers and sisters. From that time, William Hislop remained on the site, constructing his own home in 1903 on the adjacent 80-acre parcel known as "Shady Lane." He married Alice Ward in 1883, and they raised ten children. Hislop was charter member of the Beauford United Brethren Church, served as president of the Oak Hill Cemetery Association for 40 years, served as treasurer of the local school district for 37 years, and also served on the Beauford Creamery board of directors (BECE 29 May 1936; Webb Publishing Company 1929).

A 1938 aerial image of the property documents a farmstead on the site, showing a dwelling in the location of the current house, as well as grouping of many other agricultural buildings. None of the buildings shown in this aerial photograph appear to be extant.

Significance and Evaluation

Based on aerial imagery, county assessor data and views from the public right-of-way, this property has few extant building predating 1970. Consequently, it is unlikely this property would convey any associations, if found, with important events, trends, or persons in history, or characteristics of type, period or method of construction.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.4 House, BE-BEA-008

15752 Trunk Highway 22, Beauford Township

Description

This two-story, side-gabled 1884 house is located on the west side of TH 22 in the hamlet of Beauford. A center entry is flanked by paired 1/1 double-hung sash windows and capped with a pent roof. A gabled wall dormer is centered on the façade, under which two, single 1/1 double-hung sash windows are placed. A bay window is inserted onto the south wall. The walls are clad in replacement siding and the windows are also replacements. A one-story garage addition is appended to the north side. A 1992 detached garage is sited on the southwest corner of the property (Figure 31 and 32).

History

According to the Blue Earth County Assessor records, the house was constructed in 1884. Two garages were constructed in 1962 and 1992. The 20-acre parcel in the northwest corner of the southwest quarter of Section 9 was owned by Fred Kramer in 1914 (Ogle 1914), by George Cramer in 1921 (Moore 1921) with slightly reduced acreage, and by G. W. Kramer in 1929 (Webb Publishing Company 1929).

Fred Cramer (1842-1917) was born in Hamburg, Germany in 1842 and immigrated to the United States at the age of 14. As a youth, carried mail between Duluth, Minnesota and Superior, Wisconsin, and later worked as a cook in the pineries. After receiving an education, he established a claim in Beauford in the late 1860s. He married shortly thereafter, and raised 11 children, including George who appears to reside on this property by 1921. Cramer grew to own property in Blue Earth and other Minnesota counties. He held town and school offices and for many years served as manager of the Beauford Creamery (BECE 7 December 1917).

Currently, the 17-acre property and dwelling are owned by Joanne Cramer. It appears this property has been in the same family ownership for well over 100 years.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 31. BE-BEA-008, FACING SW



FIGURE 32. BE-BEA-008, FACING NW

5.2.5 House, BE-BEA-009

15765 Trunk Highway 22, Beauford Township

Description

The 1915, two-story American Foursquare house is located on the east side of TH 22 in the hamlet of Beauford. It stands on a limestone foundation and its frame walls are clad with metal siding. A gabled dormer with a decorative shingle sheathing is placed on the west side of the pyramidal roof. Fenestration is composed of 1/1 double-hung sash arranged singly and paired. A porch likely spanned at least the west façade, and possibly the south. The west entrance has been replaced by a plywood panel.

An enclosed vestibule is placed on the south entrance. Although the vestibule is trimmed with decorative shingles and trim like that of the dormer, it may have been added at a later date. An enclosed kitchen wing is placed on the north elevation. A 1970s garage is located on the property (Figures 33 and 34).

History

According to the Blue Earth County Assessor records, the house was constructed in 1915, although no dwelling is illustrated on the 1916 plat map (Hixson 1916). By 1921, the 40-acre parcel is owned by Hattie Getty, the wife of J. E. Getty and the mother of Silas and Bernadine (Webb Publishing Company 1929). The family also owned 120 acres in Sections 1 and 12 of Beauford Township, and it is not clear whether this property served as their principal residence (Webb Publishing Company 1929). The site is currently a 0.73-acre property owned by Kelley Benjamin.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding, porch and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 33. BE-BEA-009, FACING E



FIGURE 34. BE-BEA-009, FACING NE

5.2.6 *House, BE-BEA-010*

15775 Trunk Highway 22, Beauford Township

Description

This c. 1920 bungalow has an L-shaped plan with minimal eave overhang and decorative treatments. The walls are clay with vinyl siding and the fenestration is composed of 1/1 double-hung sash. A newer wing is appended on the north side. The property includes a detached garage (Figures 35 and 36).



FIGURE 35. BE-BEA-010, FACING SE



FIGURE 36. BE-BEA-010, FACING E

History

According to the Blue Earth County Assessor records, the house was constructed in 1920. It appears to have been constructed on a parcel of land owned by Hattie Getty (Webb Publishing Company 1929). No further information is available.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding, windows and addition.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.7 House, BE-BEA-011

15780 Trunk Highway 22, Beauford Township

Description

The one-and-a-half story Cape Cod house was constructed in 1950. It stands on the west side of TH 22 in Beauford on a concrete block foundation. The walls are clad with vinyl siding, and the side-gabled roof is covered with asphalt shingles. There are minimal decorative treatments, with the exception of the front portico supports, which are likely a later addition. Windows are composed of 1/1 double-hung sash. A detached garage was added to the property in 1999 (Figures 37 and 38).

History

According to the Blue Earth County Assessor records, the house was constructed in 1950, although the house appears on a 1949 aerial photograph, perhaps under construction. The 0.34 acre parcel was separated from a larger parcel owned by G. W. Kramer in 1929.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and other alterations.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 37. BE-BEA-011, FACING SW



FIGURE 38. BE-BEA-011, FACING NW

5.2.8 House, BE-BEA-012

15794 Trunk Highway 22, Beauford Township

Description

This side-gabled, one-story rambler is located on the west side of TH 22 in Beauford. The frame house stands on a concrete block foundation and is clad with metal lap siding. A projecting bay on the east façade contains a large, divided picture window. Other fenestration is composed of 1/1 double-hung sash. The main entry is approached by a concrete stoop, and is flanked by single windows. A one-bay, wood clapboard garage is associated with this property (Figures 39 and 40).

History

According to the Blue Earth County Assessor records, the house was constructed in 1900, although a visual assessment would date the primary features of the house to c. 1949, when the building appears on aerial photographs. The 0.8-acre parcel was separated from a larger parcel owned by G. W. Kramer in 1929.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 39. BE-BEA-012, FACING SW



FIGURE 40. BE-BEA-012, FACING NW

5.2.9 Beauford United Methodist Church, BE-BEA-013

15797 Trunk Highway 22, Beauford Township

Description

Constructed in 1954, the Beauford United Methodist Church stands on the southeast corner of TH 22 and County Road 10 in Beauford. A gravel parking area is found to the south. The building is principally composed of a raised A-frame structure with tan brick walls. The west gable end contains a cross symbol in brick relief. Shed-roofed wings extend from the north and south sides of the nave. The south wing provides for the principal entryway, which is composed of double-leaf doors with a plain, but heavy surround of limestone. The entry is surmounted by an open belfry with a single bell and a conical spire and cross. The large north wing likely contains classrooms and offices and is clad with metal ribbed sheet siding. Most windows take the form of narrow rectangles; those in the brick nave have leaded stained glass and stone lintels. Other windows are clear glass of single or paired lights. The roof, the upper portions of the shed wings and the belfry have been clad with ribbed metal siding (Figures 41 through 43).

History

This 1954 church building has its origins as a Beauford congregation stemming from the 1860s, when German settlers organized by the United Brethren formed a religious community by holding worship services in homes and schools. The Beauford Church was formally organized in February 1884, and land was acquired in May of that year at the current site of the southeast corner of TH 22 and CR 10. By June 1886, a 26- by 40-foot church was erected. Over the coming decades, a parsonage was acquired and a church entrance and bell tower were added. Pews purchased in 1927 are in use in the current building. The church and parsonage were relocated to the east in 1941 to accommodate a TH 22 expansion project. In 1946, the merger of two church bodies formed the Evangelical United Brethren Church, of which the Beauford Church was a member. By 1968, this church body merged again to become the United Methodist Church (Schrader 1990:67).



FIGURE 41. BE-BEA-013, FACING NE



FIGURE 42. BE-BEA-013, FACING E



FIGURE 43. BE-BEA-013, FACING SE

Planning for the current church building began in 1953, and ground was broken for the new building in September 1954. In the summer of 1955, the new building was completed and dedicated on July 19 with Bishop Harold Heininger as speaker. Chimes were installed in 1958. The congregation acquired adjacent property to the north for a parking lot in 1974 (Schrader 1990:67).

Significance and Evaluation

As a religious property, the Beauford Church must meet NRHP Criteria Consideration A. A religious property may be eligible if it derives its primary significance from architectural or artistic distinction or historical importance. The current property is of a relatively standard style of the period, and does not represent exceptional architectural or artistic merit. Furthermore, alterations made to the building, such as the metal siding and roofing, have diminished its potential to convey architectural significance. No information suggests that important historic events are associated with the property.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.10 House, BE-BEA-014

15798 Trunk Highway 22, Beauford Township

Description

The 1914 one-and-a-half story bungalow is located on the southwest corner of TH 22 and Country Road 10 in Beauford. The frame house stands on a concrete block foundation and its walls are clad with wood lap siding with wide corner boards. The pyramidal roof terminates in a flat deck and the east gabled dormer is clad with a starburst pattern. The front door is centered on the fully enclosed front porch, and is approached by a clay tile stoop. Fenestration is composed of single and paired 1/1 double-hung sash. A two-bay detached garage was added to the property in 1979 (Figures 44 and 45).

History

According to the Blue Earth County Assessor records, the house was constructed in 1914.

Significance and Evaluation

Although this property represents a relatively intact example of an early twentieth century cottage using Queen Anne detailing, it is not an exceptional example that would distinguish it for architectural significance. It is not known to be associated in a significant way with important events, trends, or persons in history.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 44. BE-BEA-014, FACING SW



FIGURE 45. BE-BEA-014, FACING NW

5.2.11 Farmstead, BE-BEA-015

15837 Trunk Highway 22, Beauford Township

Description

This farmstead stands on the northeast corner of TH 22 and CR 10 in the hamlet of Beauford. The 1951 house is a one-story Ranch style house with a low-pitched hipped roof and wide eaves. The vinyl-sided frame structure stands on a concrete block foundation and features brick veneer accents. Fenestration is typically composed of casement windows arranged in groupings. The entrance is set within a covered roof area supported by a brick column on the west façade. A hipped-roof garage wing extends from the east elevation (Figure 46).

A Gothic-arch dairy barn stands southeast of the house. It stands on a concrete foundation and is clad with vertical wood siding and covered by a metal roof. Four-light windows penetrate the perimeter. A replacement overhead garage door is placed as the primary entrance on the west façade. A Gothic-arch milking parlor extends from the south elevation. A c. 1920 storage building is located northeast of the house. This gabled, rectangular plan structure has a concrete block foundation and narrow wood lap siding. A sliding door is situated on the west elevation, and a shed wing is appended to the north (Figures 47 and 48).

History

According to the Blue Earth County Assessor records, the house was constructed in 1951. The adjoining barn was built in 1930, and the shed in 1920. Edward Runke was recorded as the owner of this property, which included a 10-acre parcel on the west side of TH 22, as early as 1914 (Ogle). By 1929, it was held by the Runke's estate, and was the home to his wife, Matilda and children Louis, William, and Max. The family had lived in the county for 38 years (Webb Publishing Company 1929). The buildings associated with this property may have been constructed after the Runkes' tenancy.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. The properties comprising this farm grouping are from significantly different time periods and do not represent a historic farmstead. Individually, the c. 1930 barn is unlikely to be significant under Criteria A or B. To be individually significant under Criterion C, it must be an especially distinctive example. The barn is standardized for this period and does not have exceptional distinction.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 46. BE-BEA-015, HOUSE, FACING SE



FIGURE 47. BE-BEA-015, BARN, FACING NE

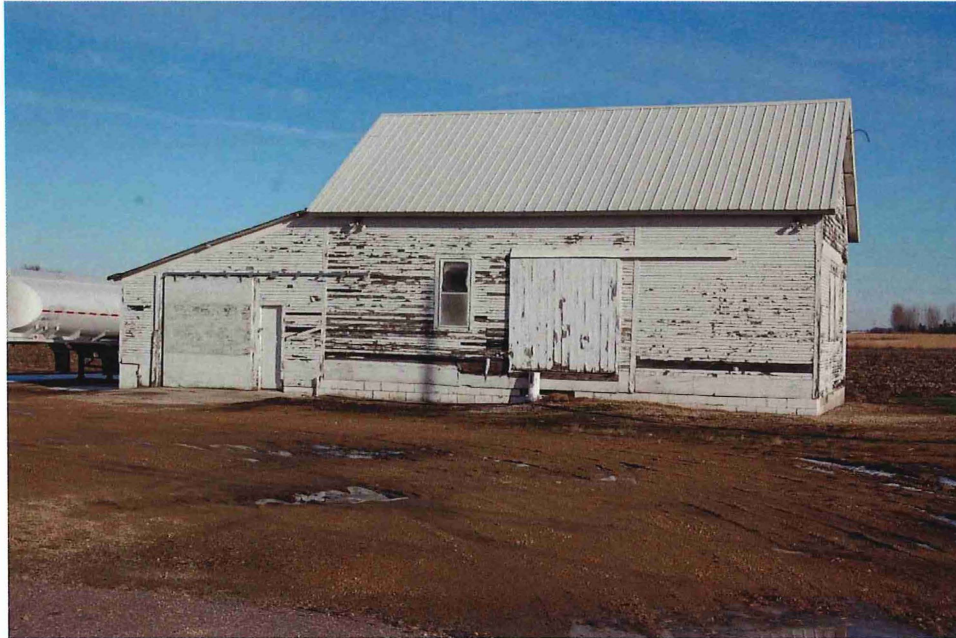


FIGURE 48. BE-BEA-015, STORAGE BUILDING, FACING E

5.2.12 Store, BE-BEA-016

15851 Trunk Highway 22, Beauford Township

Description

This building is set off from TH 22 on its east side by a bitumen parking area that once served as a gas pumping area. The one-story, side-gabled frame building is clad with Masonite siding and has a metal roof. The store entrance is on the south end of the west façade, and is flanked by picture windows. The northern end of the building features a loading dock. A gabled wing extends from the east (rear) elevation (Figure 49 and 50).

History

According to the Blue Earth County Assessor records, the structure was constructed in 1930. Aerial photographs of the area illustrate otherwise, and that the building was erected sometime after 1950 and before 1964. As late as 1929, the property was included within the 35-acre parcel owned by Edward and Matilda Runke (see BE-BEA-015). An aerial view photograph dated 1977 on file at the Minnesota Historical Society identifies the property as a fertilizer company (Negative Number MIBC 109-13). According to the current owner, the building once served as a gas station. The building is now operated as Second Hand Treasure.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 49. BE-BEA-016, FACING SE



FIGURE 50. BE-BEA-016, FACING SW

5.2.13 Mullin Farmstead, BE-BEA-017

15887 Trunk Highway 22, Beauford Township

Description

This property consists of a rambler house with a collection of sheds, gazebos and outbuildings, most of which were moved onto the site within the past 10 years. The principal building, the house, was moved to the site in 2006, according to the owner. It is a side-gabled, one-story rambler standing on a concrete block foundation. The frame walls are clad with wide Masonite siding, and fenestration is composed of single a paired 1/1 double-hung sash. A projecting gable emphasizes the east end of the roof, which is covered with asphalt shingles. A garage of a similar style stands to the east (Figure 51).

Opposite the house stands a small, side-gabled frame structure that is original to the site, according to the owner, and is known as the "bee house," as it historically was used to sell honey. The broad, north side of the structure is mostly clad with wide, flush-mounted wood planks under a shed porch covering supported by turned posts. Two 1/1 double-hung sash windows are inserted into this wall. The west gabled end contains a doorway and a 2/2 double-hung sash window. The gabled ends and the portion on the north side above the porch are clad with lap siding. A shed-roofed wing extends from the south side. The roof is covered with asphalt shingles (Figure 52).

East of the bee house is a front-gabled shed with a low-pitched roof of sheet metal. The owner reports that the west, red half of the shed is original to the site, and that the east, unpainted half was added in recent years. Entrances are accessed by a sliding door (on the west) and a swinging door (on the east) (Figure 53).

A small, milled log, front-gabled cabin was also moved to the property from nearby about 10 years ago. It appears to be a tourist cabin or similar structure dating from c. 1920 (Figure 54). Other structures include a modern gazebo, shed and garage.



FIGURE 51. BE-BEA-017, HOUSE, FACING NE



FIGURE 52. BE-BEA-017, BEE HOUSE, FACING NE



FIGURE 53. BE-BEA-017, SHED, FACING SE



FIGURE 54. BE-BEA-017, CABIN, FACING SE

History

According to the Blue Earth County Assessor records, the house was constructed in 1964, although the owner reports that the 1964 house was moved to this property in 2006, replacing an earlier house.

Historically, this property was owned by Omar (or Omer) and Berthe Mullin. Omar Mullin (1865-1927) was born in nearby Danville Township. After working for several years at a creamery in Minnesota Lake, Mullin came to Beauford Township in 1895 to become the new creamery's first butter maker. He retained in that position until 1904 when he opened a general store across the street from the creamery (not extant). His family home was located just north of the store on this parcel. In the 1920s, Mullin turned to truck farming, and established a large apiary, and sold honey in connection with his store. He married Berthe Herzberg of Decoria Township in 1897, and the couple had five children (Blue Earth County Historical Society Obituary Files; 1920 U.S. Federal Census). In 1930, Berthe Mullin is listed as a widow working as a farmer, and has several adult children living in her home. One son, Delbert, worked in the creamery. In 1976, L. Mullen is named as the as the property owner (Rockford Map Publishing 1976).

By 1922, beekeeping in Blue Earth County was "in its infancy" but was producing 9,916 pounds of honey annually from over 2,000 hives. In counties such as Blue Earth, where clover was a common crop, beekeeping was easily accomplished and profitable, leading one analyst to conclude that "for the amount of capita[l] invested, there is probably no agricultural pursuit that brings greater returns for the money than bee culture" (Evans 1922). Roadside markets, such as the structure identified as this "bee house," were relatively common property types between about 1915 and 1960, especially along well-traveled roads such as TH 22. Such market stands often sold seasonal fruit and vegetables, as well as eggs, poultry, milk, cream and honey. Plan catalogs published around 1950 depict a hand full of models for roadside market buildings, typically one-story wood frame structures with gabled roof, some with roof projections to protect customers during inclement weather (Granger and Kelly 2005:6.415). Stylistic clues, such as the turned posts and lap siding, suggest this example is much earlier than the 1950s, and likely dates to the 1910s or 1920s.

Significance and Evaluation

Few extant structures serve to represent the long tenure of the Mullin family on this property. The historically present dwelling and nearby general store are not extant. Only the bee house and a small shed remain from the historic period. These individual elements that currently comprise this property are unlikely to meet NRHP significance criteria. Guidance provided in the Minnesota Historic Farmstead Study indicate that individual farm elements are unlikely to meet registration requirements under Criteria A or B unless the association is outstanding or under Criterion C unless the element is especially distinctive. Historical contexts describe roadside markets as “common.” Sheds are considered ubiquitous. No further information is available to suggest that these structures would have qualities that qualify them for the NRHP.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.14 House, BE-BEA-018

15892 Trunk Highway 22, Beauford Township

Description

This two-story, side-gabled house stands on the west side of TH 22 in Beauford. Nearly square in plan, this dwelling stands on a concrete block foundation and the frame walls are clad with Masonite siding. A gabled wall dormer dominates the east façade, as does the enclosed, hipped-roof front porch. Fenestration is composed of 1/1 double-hung sash. Two garages, a one-bay and a two-bay, are associated with the property (Figures 55 and 56).



FIGURE 55. BE-BEA-018, FACING SW



FIGURE 56. BE-BEA-018, FACING NW

History

According to the Blue Earth County Assessor records, the house was constructed in 1915. In 1914, this 20-acre parcel that comprised this property was owned by T. Hershberg (Ogle 1914). By 1921, it had transferred to Wesley M. Ward (Moore 1921), and then John Warnke by 1929 (Webb Publishing Company 1929). The parcel now encompasses the Beauford Creamery (BE-BEA-001), but it appears to have been segmented into a separate parcel historically.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and other alterations.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.15 House, BE-BEA-019

15908 Trunk Highway 22, Beauford Township

Description

This one-and-a half story house stands on the west side of TH 22 in Beauford. The vinyl-clad frame structure stands on a raised concrete block foundation. The front-gabled roof is supported by knee brackets under the wide eaves. A half-hipped porch is appended to the front (east) façade and is enclosed. Fenestration is composed of replacement 1/1 double-hung sash. A frame garage stands on the property (Figures 57 and 58)

History

According to the Blue Earth County Assessor records, the house was constructed in 1900. In 1895, a 10-acre parcel at this location was in the ownership of Thomas Hanna (Central Publishing 1895). T. Hershberg acquired the property by 1914 (Ogle), combining it with adjacent parcels. Ownership was

followed by Wesley Ward in 1921 (Moore) and John Warnke by 1929 (Webb Publishing Company). The dwelling is currently on a 0.61-acre parcel owned by Benjamin Carleton.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 57. BE-BEA-019, FACING SW



FIGURE 58. BE-BEA-019, FACING NW

5.2.16 House/Business, BE-BEA-020

15920 Trunk Highway 22, Beauford Township

Description

This one-story structure serves as the office for B & R Auto and Truck Salvage, although it appears to have been constructed as a dwelling. It is located on the west side of TH 22 in Beauford. The front-gabled structure is appended by a side-gabled wing on its south side. The frame walls clad with vinyl siding stand on a concrete block foundation. Windows are composed of replacement 1/1 double-hung sash and casements (Figures 59 and 60).

History

According to the Blue Earth County Assessor records, the house was constructed in 1900 with an addition added in 1940. B&R Auto & Trunk Salvage has operated at this location since 1964 (B & R Auto and Truck Salvage, web site <http://www.bandrautotrucksalvage.com/about/>).

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 59. BE-BEA-020, FACING SW



FIGURE 60. BE-BEA-020, FACING NE

5.2.17 B & R Auto and Truck Salvage, BE-BEA-021

15930 Trunk Highway 22, Beauford Township

Description

Three metal warehouses are associated with B & R Auto and Truck Salvage on the west side of TH 22 in Beauford. The oldest of the three was constructed in 1968. The side-gabled warehouse has a concrete foundation and sheet metal siding and roof. Two large entry bays are located on the east elevation, each with raised shed roof extensions to accommodate the overhead door (Figure 61). The second warehouse (1973) stands immediately to the south, and is similar in size and scale. Its east façade contains three garage bays, one of which is flanked by fixed-light picture windows, and two pedestrian doors (Figure 62). The third structure (2001) is a three-sided metal enclosure (not accessible).

History

According to the Blue Earth County Assessor records, these warehouses were constructed in 1968, 1973 and 2001. B & R Auto & Trunk Salvage has operated at this location since 1964 (B & R Auto and Truck Salvage, web site <http://www.bandratotrucksalvage.com/about/>).

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 61. BE-BEA-021, FACING NW



FIGURE 62. BE-BEA-021, FACING W

5.2.18 Sellers Farmstead, BE-BEA-022

16255 Trunk Highway 22, Beauford Township

Description

This farmstead consists of a 1913 dwelling, garage, c. 1900 barn, machine sheds, Quonset buildings and other related structures. The farmstead is well set back on the east side of TH 22 (Figure 63). The two-and-a-half story house has an American Foursquare plan with a pyramidal hip-and-deck roof with cross gables. The structure stands on a rough-faced concrete block foundation and the walls are clad with asbestos shingles. A one-story porch is appended to the front (north) façade and is composed of a half-height concrete block wall and a band of 1/1 double-hung sash. The central entrance is approached by concrete steps. The fenestration consists of single and paired 1/1 double-hung sash. A one-story, three-sided bay window is placed on the east elevation. A brick chimney has been added to the east elevation (Figure 64). A c. 1930 two-bay, hipped-roof tile garage stands east of the house.

The barn stands southeast of the house. It is banked into a slope and approached its north side by an earthen ramp. The foundation is made of poured concrete and the walls are board-and-batten wood siding. The side gambrel roof has belcast eaves (Figure 65).

A c. 1950 Quonset-style shed is constructed of wood trusses to form a Gothic arch that comes close to meeting the ground. Wood clapboard siding encloses each end, where large machine bays offer access (Figure 66). A c. 1920 side-gabled, Saltbox-roof machine shed stands on the north side of the farmyard. It has vertical wood siding, metal roofing, and sliding doors for machine access. A gabled garage structure has been integrated into the machine shed (Figure 67). Two large Quonset sheds dating from the 1970s are also on the property's north side. One is branded as Behlen and the other Curvet (Figures 68 and 69).



FIGURE 63. BE-BEA-022, FARMSTEAD, FACING SE



FIGURE 64. BE-BEA-022, HOUSE, FACING SE



FIGURE 65. BE-BEA-022, BARN, FACING SE



FIGURE 66. BE-BEA-022, FRAME QUONSET, FACING NE



FIGURE 67. BE-BEA-022, SHED, FACING NW



FIGURE 68. BE-BEA-022, BEHLEN QUONSET, FACING NW



FIGURE 69. BE-BEA-022, CURVET QUONSET, FACING NW

History

According to the Blue Earth County Assessor records, the house was constructed in 1913. The barn has a construction date of 1900, the machine shed of 1920, the wood arched shed in 1950, and the Quonset buildings of 1972 and 1977. According to the owner, Gary Sellers, the property has been in the Sellers family since it was first established. Plat maps confirm that in 1895 the NE $\frac{1}{4}$ of Section 4 was owned by G.E. and C. L. Sellers (Central Publishing Company 1895). The George Sellers estate, along with Clara Sellers, continued to be named as owner through 1929, at which time the property was known as "Sellers Stock Farm," breeders of Percheron horses, Holstein cattle and Poland China hogs (Webb

Publishing Company 1929). By 1930, Clara Sellers, age 56, continued to live on the farm with her son Elliot and his wife Agnes (U.S. Federal Census 1930).

Significance and Evaluation

This farmstead contains buildings and structures ranging in time from c. 1900 to 1977. Many of the large buildings, including three Quonset style sheds, comprise large components of the farmstead and post-date 1950. Structures shown in an early photograph, likely pre-1900, show a very different farmstead, which included a gabled-roof house, a gabled-roof barn, and a windmill (Figure 70). None of these buildings remain extant in the same form. It appears that both the house and the barn were reconstructed in the early twentieth century on the same site and/or foundations of their predecessors.

The existing collection of buildings, and the 1929 description of horse, cattle and hog breeding, are most closely associated with later diversified farming period of the first two decades of the twentieth century. This period is characterized by increased farm industrialization and was an era of agricultural prosperity. Farmers increased the diversity of crops that was previously dominated by wheat to a broad mix of oats, corn, potatoes, barley, flax, rye, and vegetables. A rise in dairying and livestock also had implications for cultivation. The new methods of farming influenced the shape of the farmstead, introducing such building and structures as dairy barns, silos, milk houses, hog barns, stockyards, machine sheds, and automobile garages (Granger and Kelly 2005:3.43-3.54).

The 1938 aerial view of the Sellers Farmstead offers a glimpse of the property at that time (Figure 71). Many of the components that composed this farmstead at that time are no longer present. Multiple sheds and structures on the north and east sides of the farmstead that are no longer extant. A silo attached to the north side of the barn, visible in shadow, is not extant. The alignment of sheds now existing on the north side of the farmstead was not present in 1938, and may have been compiled later from the scattered sheds shown in that aerial view. The tree row framing the north and west sides of the farmstead is also no longer visible in such a distinct formation. Since 1938, at least three substantial storage structures were erected between 1950 and 1977.

Due to these many changes, the farmstead does not represent a distinctive historic period of farm development. It is not known to possess associations with historic events or persons. Individually, the house has been compromised with alternative siding and additions. The dairy barn, although relatively intact, is not an especially distinctive example of a type or design.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 70. UNDATED IMAGE OF THE SELLERS FARMSTEAD, AS VIEWED FROM THE SOUTH



FIGURE 71. SELLERS FARMSTEAD AERIAL VIEW, 1938

5.2.19 Farmstead, BE-BEA-023

16272 Trunk Highway 22, Beauford Township

Description

This 1903 American Foursquare house stands on the west side of TH 22. It stands two-stories in height on a concrete block foundation and is capped by a hip-with-deck roof and cross gables. An open porch wraps around the east and south sides and the walls are clad with metal siding. Replacement windows are composed of 1/1 double-hung sash. A four-bay garage is added to the north side and is connected by a hyphen (Figure 72). Other structures on the site include a modern storage shed, a cylindrical grain bin, and a deteriorated wooden shed or chicken coop (Figure 73).

History

According to the Blue Earth County Assessor records, the house was constructed in 1902, and the attached garage added in 2001. Fred Cramer is listed as the owner of the 68-acre parcel at this location in 1895 (Central Publishing), 1914 (Ogle), and 1916 (Hixson). By 1921, the owner is listed as Aleck E. Knopt (?) (Moore) and then Rachel Sherman in 1929 (Webb Publishing Company). The 1938 and 1949 aerial views show the presence of a barn and other outbuildings, which are no longer extant.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding, windows and significant additions.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 72. BE-BEA-023, HOUSE AND GARAGE, FACING W



FIGURE 73. BE-BEA-023, OUTBUILDINGS, FACING N

5.2.20 Oak Hill Cemetery, BE-BEA-024

N/A Trunk Highway 22, Beauford Township

Description

The Oak Hill Cemetery, established in 1893, is situated on the west side of TH 22, on a bluff above the north side of the Big Cobb River. The 1.3-acre site is generally flat. Upright grave markers of various kinds and sizes are aligned in regular rows, and typically face east. Remains of a decorative wrought iron fence are found on the north and east sides (Figure 74). The east segment of the fence, now buried in thick vegetation, contains the original entrance and arched sign on concrete posts reading "Beauford Oakhill Cemetery" in iron lettering (Figure 75). Several deciduous and evergreen trees are planted on the cemetery border (Figures 76 and 77). Three modern flagpoles have been placed within the cemetery (Figure 78). It continues to serve as an active burial ground.

History

The cemetery sign dates the establishment of this cemetery to 1893, although other sources document that it was established in 1879 and platted and dedicated in 1887 (Schrader 1990).

Significance and Evaluation

A cemetery is typically excluded from listing in the NRHP unless it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events (Criteria Consideration D). The Oak Hill Cemetery does not meet the criteria considerations for NRHP listing. It is not known to contain the graves of persons of transcendent importance. Although it likely contains the graves of early township settlers, this does not account for a preponderance of graves or represent historical significance. Although it includes such decorative features as the wrought iron fence and gateway, such ornamentation does not represent a high artistic value or consideration for landscape design. The cemetery does not appear to express special ethnic associations or traditions. No known historic events are associated with the Oak Hill Cemetery.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 74. BE-BEA-024, FACING SE



FIGURE 75. BE-BEA-024, FACING W



FIGURE 76. BE-BEA-024, FACING NE

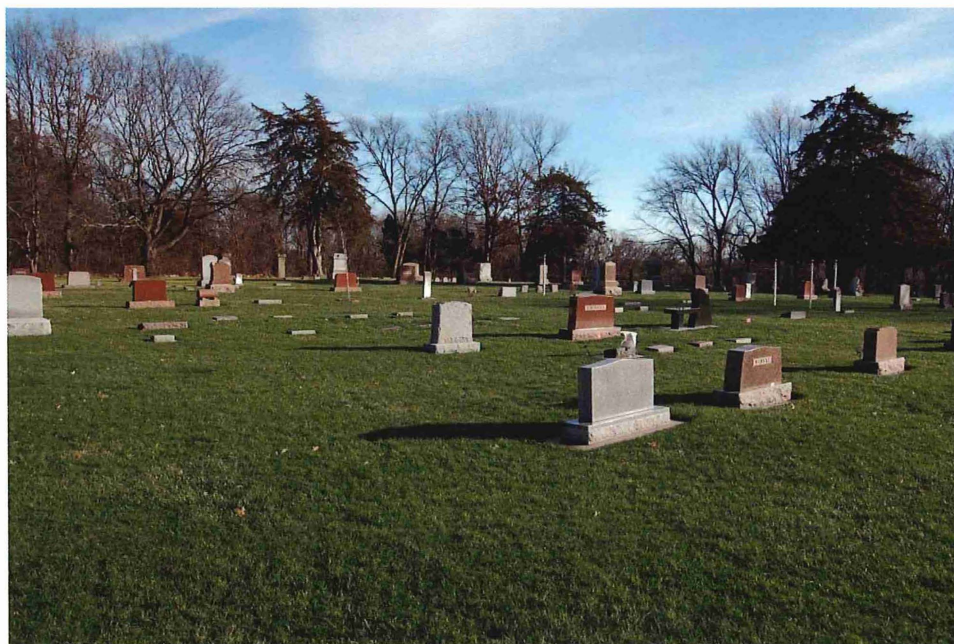


FIGURE 77. BE-BEA-024, FACING SE



FIGURE 78. BE-BEA-024, FACING SE

5.2.21 Bridge 5959, BE-BEA-025

Trunk Highway 22 over Big Cobb River, Beauford Township

Description

Bridge 5959 carries the 35-foot wide, two-lane TH 22 over the Big Cobb River. The reinforced concrete deck is supported by seven steel I-beam stringers in bolted segments resting on two concrete piers and concrete abutments. The total length of 233 feet is carried over three spans, the longest of which is 90 feet. Solid concrete barrier walls protecting the outer edges of the roadway were likely added during a 1981 rehabilitation. A bronze plaque identifying the bridge number and date (1941) is placed on the inside of the barrier near the southeast end (Figures 79 through 82).

History

According to a bronze identification plaque, Bridge 5959 was constructed by the Minnesota Highway Department (MHD) in 1941. Plans on file at the Minnesota Historical Society, dated December 13, 1940, illustrate the bridge's original design; they are signed by bridge engineer E. J. Miller. The original railing design was an open rail, consisting of concrete posts spaced approximately eight feet apart connected by three tiers of pipe rail. MnDOT records indicate that a rehabilitation was completed in 1981. It is likely that the solid concrete barrier walls were added at that time. The concrete sidewalks on either side of the roadway are no longer extant.

Constructed in 1941, Bridge 5959 would have been one of the last bridges constructed by the MHD before the onset of World War II, when projects and funds were cancelled by the federal government and all efforts were turned to the nation's war efforts. Furthermore, the reduction in automobile use and gas rationing drastically reduced the state's road- and bridge-building funds. Shortages of steel had even greater impact on bridge construction, which came to a virtual stand-still during the war (Mead & Hunt 2001:7).



FIGURE 79. BE-BEA-025, FACING SE



FIGURE 80. BE-BEA-025, FACING NW



FIGURE 81. BE-BEA-025, STRINGERS, FACING SE



FIGURE 82. BE-BEA-025, BRIDGE PLAQUE DETAIL

Significance and Evaluation

This simple bridge was not recorded in the MnDOT historic bridge inventory, nor are steel beam bridges of this period addressed in existing historic contexts and multiple property listings for Minnesota bridges. Typically, bridges have potential significance under NRHP Criterion C for engineering, representing early examples of an important type, the work of an important engineer, a rare example of a type, exceptional engineering skill needed for site conditions, or exhibiting exceptional ornamentation. Bridge 5959 would not appear to meet any of these criteria. There is no indication that the bridge was constructed using federal funding from the Depression-era federal relief programs. Bridge 5959 does

not have known associations with historic events or persons. It does not appear to be an important or early example a steel beam span, to demonstrate any important engineering achievements or to display aesthetic qualities. Replacement of the original railing system with a solid concrete parapet diminishes its ability to convey historic significance, should significance be found.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.22 Farmstead, BE-BEA-026

14919 Trunk Highway 22, Beauford Township

Description

This farmstead is deeply set off the east side of TH 22, and currently consists of a dwelling, garage, two corncribs, and a silo. The 1905 house is an American Foursquare with wood lap siding and a pyramidal roof. An open porch wraps around the west and south sides and is supported by Tuscan columns and includes decorative trim under the eave. A gabled dormer on the west façade has highly decorative shingles and an arched window (Figures 83 and 84). To the north stands a c. 1920 concrete block garage with a gambrel roof with wood sheathing (Figure 85). A cylindrical steel corncrib with a domed roof remains on the northeast corner of the farmstead, north of a concrete stave silo (Figure 86). Evidence of a collapsed barn is between these two structures. A large, wood slat, gable-roofed corncrib on a concrete foundation has sliding vehicle doors as well as pedestrian doors on its north façade (Figure 87).

History

According to the Blue Earth County Assessor records, the house was constructed in 1905. In 1895, this quarter section was owned by Fred Cramer, although no structure is illustrated on the plat map (Central Publishing 1895). Cramer continued to be listed as the owner until 1916, which the 160-acre parcel was divided into three smaller parcels to Jeanette Cramer, Ernest F. C. Cramer, and B. G. Cramer, presumably the children of Fred Cramer. Ernest F. C. Cramer was listed as the owner of the portion where this farmstead is located (Hixson 1916). By 1929, Ernest Cramer had re-consolidated the 160 acre farm under his ownership, which was known as "Evergreen Valley Stock Farm," breeder of Holstein cattle and Poland China hogs. He resided there with his wife Gertrude, and his children Beth, Bonnie, and Reita (Webb Publishing Company 1929). A 1939 aerial view shows the house and farmstead composed of several large barn or shed structures and smaller agricultural buildings. The farmstead appears largely intact on the 1964 aerial view.

Significance and Evaluation

The loss of the historic barn located on this farmstead diminishes this property's ability to convey important historic agricultural associations. Individually, the house or the other remaining elements do not convey outstanding historical associations, or especially distinctive characteristics of a type.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 83. BE-BEA-026, HOUSE, FACING SE



FIGURE 84. BE-BEA-026, HOUSE, FACING SW



FIGURE 85. BE-BEA-026, GARAGE, FACING NE



FIGURE 86. BE-BEA-026, METAL CORNCRIB, FACING NE



FIGURE 87. BE-BEA-026, WOODEN CORNCRIB, FACING SE

5.2.23 House, BE-DEC-013

16859 Trunk Highway 22, Decoria Township

Description

The original dwelling, c. 1900, is a one-and-a-half-story, side-gabled structure located on the southeast corner of TH 22 and CSAH 16. A large, two-story addition was added to the north end of the house, and a smaller wing to the east. The entire structure is clad with vinyl siding and fenestration is composed of replacement 1/1 double-hung sash and a picture window. A three-bay gambrel roof garage (1981) stands to the east of the house (Figures 88 through 90). A press-board garden shed (2000) has been placed on the east edge of the parcel.

History

According to the Blue Earth County Assessor records, the house was constructed in 1900. The 1895 plat map shows this quarter section owned by F. Herzberg and a dwelling is illustrated near the location of the present house (Central Publishing 1895). Ferdinand and Fredericka Herzberg arrived from Wisconsin in c. 1880 and acquired this property in 1882. Their son, Charles, later purchased the farm across TH 22 in 1891 (see BE-DEC-018) (Webb 2008:73). F. Herzberg (or Hersberg) continued to be listed as the owner on plat maps until 1921, when R. Healy is recorded as the owner. In 1929, Ralph Healy was recorded as the owner, living on the property with his wife Agnes and their child Ira (Webb Publishing Company 1929).

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. The lack of historic outbuildings, especially a barn, diminishes its ability to convey its associations with historic farming activity. Furthermore, the house has been significantly altered with large additions, and replacement siding and windows.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 88. BE-DEC-013, FACING E



FIGURE 89. BE-DEC-013, FACING W



FIGURE 90. BE-DEC-013, GARAGE, FACING NE

5.2.24 Decoria Cemetery, BE-DEC-014

17788 Trunk Highway 22, Decoria Township

Description

The Decoria Cemetery covers 3.6-acres on the west side of TH 22. The site is generally flat and is located on a slight rise in the topography. The site is approached from TH 22 by three graveled lanes running east-west and joining on the west side to form a 'W' shape. The parcel is sparsely planted with cedar, pine, spruce and deciduous trees (Figures 91 and 92). A decorative wrought iron fence defines the east boundary and a decorative gateway (nonfunctional) is at its center; it reads "Decoria Cemetery" (Figure 93). Markers are in orderly rows of various types and sizes, and typically face east. Many of the markers bear German names and a few are written in German (Figure 94). Some identify persons as Norwegian born.

History

Although the first burial in this cemetery is recorded as 1871, the nondenominational Decoria Cemetery was incorporated and surveyed in 1877 and dedicated in 1880. Additional land was acquired for expansion in 1909, 1934 and 1948. It is the burial site for many of the early township settlers (Hugg 2007b; Schrader 1990). The gates that once enclosed the driveways were stolen in 2003, and have not been recovered or replaced (Mankato Free Press, 28 May 2003:B2). The cemetery continues as an active burial ground.

Significance and Evaluation

A cemetery is typically excluded from listing in the NRHP unless it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events (Criteria Consideration D). The Decoria Cemetery does not meet the criteria considerations for NRHP listing. It is not known to contain the graves of persons of transcendent importance. Although it contains the graves of original settlers of the area dating from 1871, this does not account for a preponderance of graves or represent historical significance. Although it includes such

decorative features as the wrought iron fence and gateway, such ornamentation does not represent a high artistic value or consideration for landscape design. Although the graves represent the ethnic composition of the area – mainly German and Norwegian – and some gravestones are inscribed in their native language, the cemetery does not appear to express special ethnic associations or traditions. No known historic events are associated with the Decoria Cemetery.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

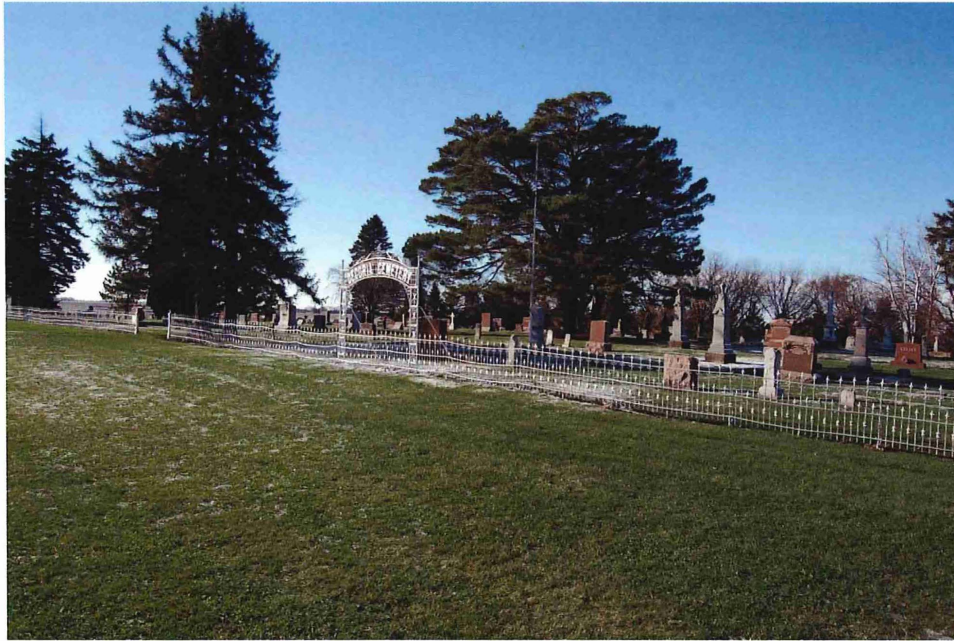


FIGURE 91. BE-DEC-014, FACING SW



FIGURE 92. BE-DEC-014, FACING NE



FIGURE 93. BE-DEC-014, CENTER GATE, FACING SW



FIGURE 94. BE-DEC-014, GRAVE MARKER IN GERMAN

5.2.25 House, BE-DEC-015

18009 Trunk Highway 22, Decoria Township

Description

This 1930 house is designed with a Tudor Revival style and stands on the east side of TH 22. It stands on a brick foundation and the walls are clad with metal siding. The side-gabled roof is dominated by a steeply pitched cross gable, which is echoed in the gabled entry on the west façade. A hipped roof dormer is also on the west façade. Fenestration is principally 6/1 double-hung sash, and an exterior brick chimney is placed on the south elevation. A one-story gabled addition is appended to the east. Additional structures on the site include a 1930 concrete block garage with modern overhead doors, a 1987 two-bay garage and shop, and a metal windmill (Figures 95 through 97).

History

According to the Blue Earth County Assessor records, the house was constructed in 1930, as was the tile garage. The metal garage was added in 1987. In 1929, John Hanson and his wife Lillie resided on the 79.5-acre farm in the southeast quarter of Section 16. They had lived in the county for 54 years. John Hanson had been named as the owner of the 40-acre parcel at this corner as early as 1914 (Ogle), and the current house likely replaced an earlier structure. As late as 1976, the property was in the ownership of Lillian C. Hanson (Rockford Map Publishers 1976).

A 1939 aerial view shows this farmstead with many agricultural outbuildings on the site; none of these are extant.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. The loss of the historically present agricultural buildings diminish its ability to convey its associations as a farm property.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 95. BE-DEC-015, HOUSE, FACING NE



FIGURE 96. BE-DEC-015, GARAGE, FACING SE



FIGURE 97. BE-DEC-015, GARAGE AND SHOP, FACING NE

5.2.26 Farmstead, BE-DEC-016

18114 and 18090 Trunk Highway 22, Decoria Township

Description

This farmstead group contains two dwellings (dated 1886 and 1900) as well as numerous outbuildings. The two houses stand side by side. The southernmost house (1886) is a two-story front-gable-and-wing building with a concrete block foundation and Masonite siding. A one-story porch within the ell has been fully enclosed. Fenestration is comprised of 1/1 double-hung sash (Figure 98). The second house (1900) is a front-gable-and-wing structure of larger proportions. It is also clad with Masonite siding, and has an enclosed front porch within the ell. An exterior chimney is placed on the center of the front gable (Figure 99).

Numerous garages, sheds and outbuilding are located on the property, including a gabled storage structure, possibly a potato barn; two frame, hipped roof garages; a small barn and machine shed clad with sheet metal siding; two 1970s pole barns; a chicken coop; and a gabled roof garage (Figures 100 through 102).

History

According to the Blue Earth County Assessor records, the two houses on this property were constructed in 1886 and 1900. In 1895, the 80-acre property in the southwest quarter of Section 16 was owned by John W. Cooper (Central Publishing 1895). By 1914, ownership was held by George Schumacher, and a single dwelling continued to be illustrated on the plat map (Ogle 1914). Schumacher continued to own the property to at least 1929, when a plat map records him and his wife Emma and their two children Erma and Elnor on the property. They had resided in the county for 52 years.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to alterations to houses and to the introduction of other structures on the property.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 98. BE-DEC-016, 1886 HOUSE, FACING NW



FIGURE 99. BE-DEC-016, 1900 HOUSE



FIGURE 100. BE-DEC-016, STORAGE STRUCTURE, FACING NW



FIGURE 101. BE-DEC-016, GARAGES, FACING NW



FIGURE 102. BE-DEC-016, MACHINE SHED, FACING SW

5.2.27 Farmstead, BE-DEC-017

58006 169th Street, Decoria Township

Description

This farmstead, west of TH 22 on 169th Street, is made up of a 1952 Cape Cod house, two garages, a 1940 tile barn, and a 1960 pole barn. The side-gable, one-story house is rectangular in plan and clad with vinyl siding. The replacement windows are vinyl sliding units. There are minimal eaves and decorative treatments (Figure 103). A modern, three-bay garage and a c. 1940 two-bay tile garage stand north of the house (Figures 104 and 105). A large, structural tile dairy barn with a Gothic roof stands to the north. It is covered with a metal roof, and windows, and entries are cut into the east elevation. A milking parlor wing is attached to the west elevation. A hay hopper is mounted to the south end (Figure 106). A 1960 steel pole barn has a gabled roof and overhead garage doors on its west and south elevations (Figure 107).

History

According to the Blue Earth County Assessor records, the house was constructed in 1952, and the tile garage in 1930. The three-bay garage was added in 2002. The tile barn was built in 1940 and the pole shed in 1960. In 1929, this property, known as "Plainview Stock Farm," was owned by C. W. Ballard, breeder of shorthorn cattle. He resided there with his wife Emma and son Floyd. The School District No. 152 building (not extant) was located in the far southeast corner of the section, at the northwest corner of the intersection of TH 22 and CR 16 (Webb Publishing Co. 1929). In 1976, the property was owned by Floyd and Gladys Ballard (Rockford Map Publishers 1976).

Significance and Evaluation

This farmstead, with elements dating from the 1940s through the 1960s is unlikely to have important associations relating to farming in the mid-twentieth century. Furthermore, more recent alterations to the house, including remodeling and changed orientation, have significantly altered this element of the

farmstead. It is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction.

Recommendation

This property is recommended as not eligible for listing in the NRHP.



FIGURE 103. BE-DEC-017, HOUSE, FACING NW



FIGURE 104. BE-DEC-017, TILE GARAGE, FACING NW



FIGURE 105. BE-DEC-017, 3-BAY GARAGE, FACING W



FIGURE 106. BE-DEC-017, BARN, FACING NW



FIGURE 107. BE-DEC-017, POLE BARN, FACING NE

5.2.28 Hersberg Farmstead, BE-DEC-018

16798 Trunk Highway 22, Decoria Township

Description

This farmstead includes a 1913 house, garage, pole shed, chicken coop, and several smaller sheds. The American Foursquare house with cross gables is two stories tall and stands on a concrete block foundation. The walls are clad with vinyl siding and shingles in the cross gables. The pyramidal hipped roof is asphalt and terminates in a deck. Fenestration is composed of 1/1 double-hung sash and a cottage window under the open front porch. The porch is supported by Tuscan columns and has decorative molding in the frieze. A gabled-roof, wood frame garage with lap siding stands south of the house and has 4/4 double-hung sash windows and a brick chimney protruding from the roof ridge (Figure 108).

The large metal pole barn, c. 1971, has a gabled roof and a concrete pad (Figure 109). The substantial chicken house is situated on the south end of the farmstead. The building rests on a concrete foundation and has wood lap siding. Its southern exposure includes four-light windows, chicken doors, and a half-monitor roof. A Dutch door is found on the east end (Figure 110).

A small machine shed with a gabled roof and sliding door is located northwest of the chicken house (Figure 111). Several smaller sheds are found west of the house, including a Gothic arch storage shed, a drop-sided garden shed, and a wood lap privy (Figures 112 through 115).



FIGURE 108. BE-DEC-018, HOUSE, FACING SW



FIGURE 109. BE-DEC-018, POLE SHED, FACING SW



FIGURE 110. BE-DEC-018, CHICKEN HOUSE, FACING NW

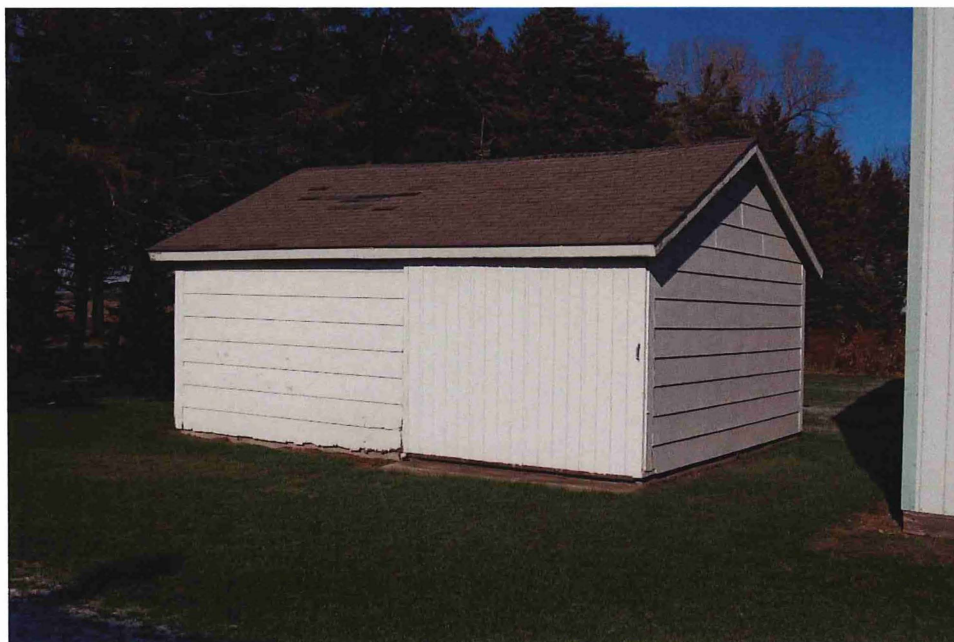


FIGURE 111. BE-DEC-018, SHED, FACING NW



FIGURE 112. BE-DEC-018, SHED, FACING SW



FIGURE 113. BE-DEC-018, GARDEN SHED, FACING SW



FIGURE 114. BE-DEC-018, SHED, FACING NW



FIGURE 115. BE-DEC-018, PRIVY, FACING NE

History

According to the Blue Earth County Assessor records, the house was constructed in 1913. As early as 1895, the 80-acre parcel in the northwest quarter of Section 33 was owned by C. F. Herzberg. Charles Herzberg was born in Wisconsin in 1859, and arrived in Decoria Township c. 1880. His parents, Ferdinand and Fredericka Herzberg purchased a farm in Decoria in 1882 (see BE-DEC-013), and Charles bought his own 80 acres at this location, across the road from his parents, in 1891. He married Mary Kowalk in 1887, and they had three children. In addition to his duties on the farm, Charles Herzberg also managed the Beauford Creamery and assisted at the creamery in Lyra. Charles sold the farm to his brother Ernest in 1907 for \$5,200 (Webb 2008:73).

Ernest and his wife, Ida Weber, constructed the existing house and raised their five children, Arnold, Lillian, Violet, Delbert and Florence, on the farm. Following the deaths of Charles and Ida, respectively in 1959 and 1958, their son Delbert Herzberg took possession of the farm (Webb 2008:73). The property is currently owned by Delbert Herzberg, and as named a Century Farm in 1991.

A number of changes have been made to the property since 1939, based on the aerial view of that year. At least three large barns or other shed structures have been removed, and the 1971 pole barn has been added. Another more recent aerial view, published in 2008 (Webb), show that several other substantial agricultural buildings have been removed from the property.

Significance and Evaluation

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. The removal of the barn believed to be associated with the site significantly diminishes its ability to represent historic farming patterns from the early twentieth century. Further alterations, such as the addition of newer buildings within the farmstead, the removal of various outbuilding, and changes to the farmhouse, such as replacement siding, further compromise its historic integrity.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

5.2.29 Mapleton Historical Marker, BE-MPC-031

West side of TH 22 at Central Avenue

This historical marker and wayside, established in 1962, was first evaluated as part of a statewide survey of roadside properties constructed between 1920 and 1960 (Granger and Kelly 1998). That study concluded that the property was not eligible for NRHP listing because it did not meet context registration requirements. The property was re-evaluated using revised registration requirements in 2015 (Pizza and Stark 2015). The property did not meet the revised registration requirements and was again found not eligible for listing.

Description

This site remains a triangular-shaped parcel accessed through a simple paved turn-out, with a parking area and the historical marker. The lectern-style marker is constructed of limestone, upon which is mounted a metal plaque with text entitled "Cradle of Curling in Minnesota." The plaque's text describes the introduction of curling by Scottish immigrants to the Mapleton area in the 1850s. An additional glass-enclosed display, dated 1996, has been mounted to the front face of the stone lectern. It commemorates local veterans of World War I, World War II, the Korean War, the Vietnam War and Desert Storm, and is entitled "Victory Drive Tree Restoration in Memory of the Men & Women in the Armed Forces 1996" (Figures 116 and 117). A Mapleton welcome sign was added to the north end of the parcel in the 1990s (Figure 118).



FIGURE 116. BE-MPC-031, PARKING AREA, FACING N



FIGURE 117. BE-MPC-031, HISTORICAL MARKER, FACING SE



FIGURE 118. BE-MPC-031, MAPLETON WELCOME SIGN, FACING SE

History

The Mapleton Historical Marker wayside is a feature along the Victory Drive, a 15-mile stretch of TH 22 from Mapleton to Mankato. The wayside was established in 1962 by the cooperative effort of the Maple River Burns Club, the Heather Curling Club, the Mapleton Civic and Commerce Association, the Village of Mapleton and the Minnesota Department of Highways. It was developed to consist of a small triangular parcel containing a parking area and a stone, lectern-style marker surrounded by spruce and juniper trees, with additional juniper along the parking area and maple trees planted throughout the site. Three rose bushes were also included in the design. Plans for the historical marker date from 1961, and are signed by Harold E. Olson, Engineer of Roadside development and three other officials (BE-MPC-031, Gemini Research, 1998).

Significance and Evaluation

Within the context of Minnesota trunk highway roadside properties, the Mapleton Historical Marker has been found not eligible for NRHP listing. Because the Victory Drive as a whole was found not eligible for NRHP, this property would not be considered as a contributing property to that potential linear district.

Recommendation

This property is recommended as not eligible for listing in the NRHP.

6.0 SUMMARY AND CONCLUSIONS

6.1 SUMMARY

In November 2015, Stark conducted Phase I and II architectural history investigations for the TH 22 Reconstruction Project. MnDOT plans to reconstruct a portion of TH 22 from 0.30 miles north of the junction of TH 30 in Mapleton near 5th Avenue to approximately 200 feet north of the junction of CSAH 15. The project will be receiving federal funding and requires a federal permit from the U.S. Army Corps of Engineers, and therefore must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The purpose of the architectural history investigation is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the NRHP.

No properties in the APE are currently listed in or determined eligible for listing in the NRHP. During the Phase I architectural history survey, Stark identified 29 properties built in or before 1970. Two properties were evaluated at the Phase II level: the Victory Highway/Victory Drive (BE-BEA-006; BE-DEC-012; BE-MKT-038; BE-MPC-032) and the Beauford Creamery (BE-BEA-001). The Victory Highway/Victory Drive was found not eligible for NRHP listing due to compromised integrity. The Beauford Creamery was found eligible for listing in the NRHP under Criterion A as a local example of the Minnesota cooperative creamery system. The remaining properties were found to not meet criteria for NRHP listing.

6.2 ASSESSMENT OF EFFECTS

One historic property, the Beauford Creamery (BE-BEA-001), is located within the APE, and was therefore assessed to determine any adverse effects would result from the undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR Part 800.5 (a) (1)).

The Beauford Creamery faces onto TH 22 just north of the intersection with CR 10 in the hamlet of Beauford. The building stands approximately 75 feet west of the existing roadway shoulder, and approximately 60 feet west of the existing roadway right-of-way. The property separated from the roadway by a turf foreyard, and is directly accessed from TH 22 by two driveway entrances.

MnDOT reports that there will be no acquisition of the creamery parcel. Current project plans do however, propose to widen the road slightly to accommodate turn lanes, and to smooth out the ditch grades within the existing right-of-way in front of the creamery parcel. MnDOT is also exploring the idea of possibly putting in curb and gutter along this section in lieu of ditches. Construction limits will be well within the existing right-of-way. The driveway access points will remain.

The proposed undertaking will have no direct physical effect to the historic property, including the foreyard between the building and highway, and therefore there would be no effect to the property's integrity of location, design, materials, or workmanship. Neither the addition of turn lanes in this location nor any other aspects of the undertaking would result in significant visual, atmospheric or audible effects. The Beauford Creamery has historically been located on the trunk highway and these historical associations will remain intact. The proposed undertaking would not diminish the property's integrity of setting, feeling or association. Stark recommends, therefore, that the TH 22 Reconstruction Project would result in no adverse effect to historic properties.

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APPENDIX A: PROJECT PERSONNEL

List of Personnel

Principal Investigator

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Stark Preservation Planning LLC

Maps and GIS

Adam Holven